



Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 04-Apr-2018 | Report No: PIDISDSC23660

**BASIC INFORMATION****A. Basic Project Data**

Country Tanzania	Project ID P165128	Parent Project ID (if any)	Project Name Boosting Inclusive Growth for Zanzibar: Integrated Development Project (P165128)
Region AFRICA	Estimated Appraisal Date Aug 19, 2019	Estimated Board Date Dec 10, 2019	Practice Area (Lead) Social, Urban, Rural and Resilience Global Practice
Financing Instrument Investment Project Financing	Borrower(s) United Republic of Tanzania	Implementing Agency Ministry of Finance and Planning	

Proposed Development Objective(s)

The development objective of the project is to improve the livability and economic potential of Zanzibar in targeted areas, with enhanced service delivery, mobility, cultural heritage revitalization, and urban management.

PROJECT FINANCING DATA (US\$, Millions)**SUMMARY**

Total Project Cost	100.00
Total Financing	100.00
of which IBRD/IDA	100.00
Financing Gap	0.00

DETAILS**World Bank Group Financing**

International Development Association (IDA)	100.00
IDA Credit	100.00



Environmental Assessment Category

B - Partial Assessment

Concept Review Decision

Track II-The review did authorize the preparation to continue

B. Introduction and Context

Country Context

- Zanzibar exhibits strong economic prospects but also potential economic vulnerabilities.** Its tourism sector is booming and oil and gas exploration are underway. With a median age of 17 years, Zanzibar has a young population, signifying the potential for demographic dividends. However, the fiscal situation in Zanzibar is somewhat precarious in the face of declining commodity prices, overoptimistic budgeting, and a high wage bill¹. Also, rapid population growth has impeded poverty reduction and posed challenges for youth employment and provision of social services.
- Poverty in Zanzibar has declined significantly over the past years, mainly driven by the urban areas, exemplifying the strong role of cities in poverty reduction.** The 2014/15 household budget survey for Zanzibar (2014/15) showed an overall decline in the poverty rate, from 34.9 percent in 2010 to 30.4 percent in 2015. The disparity in poverty reduction across Zanzibar is evident, though. The island of Unguja, where the main urban center of Zanzibar is located, recorded most of the decline in poverty. In contrast, the island of Pemba, which remains predominantly rural and lacks access to urban centers, experienced an increase in poverty. One of the main drivers of poverty reduction was an increase in returns to the economic activities of the poor, which are higher in urban areas than in rural areas. Engagement in household businesses, followed by employment in the nonfarm sector and agriculture, have resulted in improvements in the economic situation of the poor².
- The Revolutionary Government of Zanzibar (RGoZ) is aiming towards achieving middle-income status by 2020.** In its Zanzibar Development Vision 2020, the RGoZ outlined its ambition to make significant improvements in quality of life and the well-being of the people of Zanzibar. This long-term vision has so far been translated into three subsequent medium-term development plans/strategies over the period 2002 – 2016, namely, Zanzibar Poverty Reduction Plan (ZPRP) (2002 - 2005), MKUZA or Zanzibar Strategy for Growth and Reduction of Poverty (ZSGRP) series: ZSGRP I (2007 - 2010), ZSGRP II (2010 - 2016), and ZSGRP III (2016 – 2020), which outlined the country's ambitions to develop economically and socially.

Sectoral and Institutional Context

Urban Growth, Climate Resilience and Service Delivery

- Zanzibar is highly urbanized compared to the mainland of Tanzania, with 66% of the population living in urban areas on its main island Unguja and the main city is expanding rapidly.** However, Zanzibar, like many other cities in Tanzania and other SSA countries, while capturing some of the benefits from urbanization, is also facing many growth challenges. As the population is fast increasing in Zanzibar, peri-urban areas and small towns often grow in

¹ World Bank (2016). Zanzibar Improving Students Prospects Project Appraisal Document.

² World Bank (2017). Zanzibar Poverty Assessment.



an unplanned way that makes service delivery challenging, degrades the environments, and reduces quality of life. Furthermore, the challenges of urbanization are compounded by problems with informality, fragmented institutions, lack of regulation and limited access to financing, which all exacerbate the problem of poor service delivery. Towards that end, improving access to basic services and promoting livability of the urban areas would be key to poverty reduction and thus have been the focus of RGoZ's development agenda.

5. **Over the past years, Zanzibar has experienced higher climate vulnerability of households due to increased flooding risks, mislocation of settlements, and inadequate drainage systems.** Those who live in low-lying marshy areas in main urban peripheries in Unguja and steep slopes in Pemba are constantly suffering from flood risks, as their houses and business can become submerged and key transport networks and services affected during heavy rains. Zanzibar launched its Zanzibar Climate Change Strategy (ZCCS) in 2013 to integrate climate change into development planning. The ZCCS emphasized the necessity to clearly identify priority investments in resilience to climate change, which is also consistent with the Government of Tanzania's priorities for both mitigation and adaptation.³

Cultural Heritage Preservation and Tourism

6. **Zanzibar is home to a diverse range of natural attractions and cultural heritage assets, which create significant economic opportunities, but preservation is a serious challenge.** With the Stone Town as a World Heritage Site and its main tourist attraction, combined with beach tourism, Zanzibar's economy has benefited greatly from tourism, which contributes 80% of foreign exchange earnings and 27% of GDP. Tourism also provides an estimated 20,000 to 40,000 jobs, with additional 60,000 to 100,000 persons benefiting from indirect employment such as food suppliers and traders. However, the growth of the tourism sector and its sustainability face a serious challenge, as many cultural heritage assets are currently in poor shape and need to be better preserved and/or rehabilitated. For example, monuments along the sea front, including the Palace Museum, House of Wonders, and Old Fort are deteriorating on the outside and are not realizing their potential as revenue-generating attractions or cultural assets to the community. Without proper preservation, the urban fabric and townscape of Stone Town would be in peril, and it may risk losing its status as a World Heritage Site. In this context, immediate and effective interventions to restore and preserve the cultural heritage assets are urgently needed, "to ensure that the overall coherence of the town and its highly distinctive town planning, architecture and traditional methods and materials of construction are sustained"⁴, as indicated in the protection and management requirements by UNESCO.
7. **There is also a strong need to widen the benefits of tourism for local communities in Zanzibar beyond the Stone Town, yet expansion is constrained by inadequate infrastructure and inconsistent urban growth strategies.** With tourism on the rise, the population in villages surrounding beach destinations is also growing, but service delivery for the hospitality sector and local villages is lagging. Hotels have little option for waste disposal but to pay a few operators who are dumping in the bush, creating additional environmental hazards. Villages do not have access to all weather roads in good condition, lighting, waste services or sludge management. Zanzibar is therefore in an unsustainable position of being a world-class tourist destination unless services can be improved. Tourists' exit surveys flag the island's poor sanitation and waste management as a serious constraint. Finally, Zanzibar is still

³ In its Intended National Defined Contribution (INDC) to the United Nations Framework Convention for Climate Change 21st Conference of Parties (COP21) in 2015, Tanzania has committed to supporting adaptation activities in water, agriculture, health, land use, land change and forestry, the environment, energy, and urban and social development—and recognizes that it needs to build capacity.

⁴ Extracted from World Heritage website: <http://whc.unesco.org/en/list/173/>



behind its regional competitors in terms of yields per tourist visit and the benefits do not sufficiently reach the local communities but are largely limited to the big hotels, resorts and tour operators.

Urban Transport and Mobility Planning

8. **Zanzibar's urban areas are growing rapidly yet urban mobility challenges are becoming bottlenecks to growth.** Increasing automobile and motorcycle congestion of Zanzibar's historic center and the Stone Town is not only causing significant impacts to the tourism sector, but also accelerating the decline of the livability conditions in this area of the city and impacting its tourism potential. Circulation in the city center becomes highly compromised several times a day, exacerbated with ferry arrivals and freight traffic to the Malindi Port. Increased motorization and urban growth, coupled with inadequate public transport service provision and non-motorized transport and urban road infrastructure in poor condition are accelerating congestion in other areas of the city. Consequently, the city experiences increased travel times, reduced productivity, deteriorated road safety for non-motorized transport, and undermined tourist experience, all of which pose a serious risk to the economy and livability of Zanzibar. While the RGoZ has advanced road infrastructure improvements, the approach to resolving urban transportation is still heavily reliant on capacity expansion for vehicular traffic, while a greater focus on mobility and accessibility in both Unguja and Pemba islands would be more sustainable over the longer term.
9. **Spatial development plans are largely disconnected from transportation investments and real estate investments.** The Diagrammatic Indicative Structure Plan for the Zanzibar Urban Municipal Council (ZUMC) and its periphery, i.e. the ZansPlan, prioritizes densification and public transportation to promote a dense, economically vibrant city center. However, the plan has not been realized to a large extent: the city is exhibiting sprawling growth rather than planned density, and lack of development control has resulted in urban expansion into the greenfield areas, including both planned estates and under-serviced peri-urban areas, increasingly compromising limited valuable land assets on the island. One key issue is that the institutions are fragmented and operate in silos, and while there is an interest in mobility issues, capacity is usually lacking in key institutions, e.g. Ministry of Infrastructure, Communications and Transport (MICT), Department of Urban & Rural Planning (DoURP), ZUMC, Zanzibar Investment Promotion Authority (ZIPA), etc. Therefore, there is a strong need to strategically address Zanzibar's mobility challenges and to coordinate, integrate and strengthen institutions, to promote investments in public and non-motorized transit, and to guide urban growth and improve livability overall.

Local Governance, Planning and Financing

10. **The capacity of the local governments is barely keeping up with the demand of managing accelerating economic growth and urban development.** Zanzibar has several planning frameworks in place, including the National Spatial Development Strategy (NSDS) at the national level, the ZansPlan at the regional level, and several Local Area Plans. However, the overall urban policy and regulatory framework is from the 1950's and long outdated, making it difficult for institutions to promote and enforce the strategies and plans they develop. Additional plans for strategic centers for economic growth are needed, in both Unguja and Pemba, to assist local authorities with planning for their operation and maintenance needs.
11. **Zanzibar also faces significant shortages of resources to finance urban development, infrastructure, and basic service delivery, including operations and maintenance of investments under Bank-financed projects.** The ongoing Zanzibar Urban Services Project (ZUSP), for example, is financing the establishment of a GIS-based own-source revenue collection system, but the system needs to be expanded and greater support is needed to ensure



its functionality. Other opportunities may exist for more sustainable finance of Zanzibar's development, including PPP arrangements to engage the private sector and leveraging tourism proceeds more efficiently.

Connection with the Previous Investments and Lessons Learned

12. **The existing urban sector project funded by the Bank, i.e. ZUSP, has significantly invested in basic service delivery as well as institutional strengthening, and yielded positive outcomes.** With a total funding of US \$93 million, the project is targeted to provide improved access to basic services to nearly 400,000 beneficiaries, through various infrastructure investments including over 20km of surface drains constructed, a new landfill of 425,000 cubic meters' capacity constructed and equipped, over 11km of new street lighting installed, 340km in length of a sea wall and seaside promenade constructed, as well as other urban upgrading schemes. The project is also advancing feasibility studies and designs for strategic projects to support sustainable urban development.
13. **Despite infrastructure improvements financed by ZUSP, the service delivery gap is still considerable in Zanzibar.** For example, the ZUSP-financed trunk drainage systems have shown dramatic results in some communities to reduce flooding, but additional coverage and additional secondary drainage systems are needed to maximize the flooding-prevention results. It is therefore advisable to continue investing in basic urban infrastructure to promote access to basic services, especially for the poor households.
14. **A new project with a multi-sectoral scope and a more effective and comprehensive solution to urban development issues would be essential for Zanzibar.** ZUSP was packaged on a sectoral basis, but an integrated urban upgrading approach is needed to both improve delivery of basic services in a sustainable manner and build resiliency in communities across Zanzibar. Such an approach will cover the hot tourist spots, the city center, as well as the small yet fast-growing villages in both Unguja and Pemba islands. This will allow for better participation of stakeholders in prioritizing and designing investments as well. A lesson learned from ZUSP was that resettlement compensation was a major bottleneck to project implementation, as the government did not have sufficient funds to pay compensation – an upgrading approach also allows for better integration of resettlement in the project design, to consider alternatives to cash compensation.

Relationship to CPF

15. **The scope of the proposed project corresponds to the findings of the Systematic Country Diagnosis (SCD) which identifies urbanization and climate variability and resilience as among the country's major challenges and emerging opportunities.** It is believed that through the financial and technical support provided under this proposed project, the Bank would be able to carry forward its engagement in Zanzibar and in the country as a whole in realizing the twin goals of eradicating extreme poverty and promoting shared prosperity.
16. **The project also closely aligns with the two focus areas identified in the next Country Partnership Framework (CPF) for FY18-22⁵.** Specifically, the project contributes to a) Focus Area 1 of the CPF, "Enhance productivity and accelerate equitable and sustainable growth", through achieving Objective 1.5 – Harness urbanization to promote economic growth and job creation; and b) Focus Area 3 of the CPF, "Modernize and improve efficiency of public institutions", through achieving Objective 3.1 – Strengthen public accountability and financial efficiency in delivering services and Objective 3.2 – Improve the efficiency and competitiveness of public investments to crown in private investments.

⁵ Tanzania CPF ROC draft November 29, 2017



C. Proposed Development Objective(s)

17. The development objective of the project is to improve the livability and economic potential of Zanzibar in targeted areas, with enhanced service delivery, mobility, cultural heritage revitalization, and urban management.

Key Results (From PCN)

18. Proposed key results indicators are:

- 1) People provided with improved urban living conditions (number, gender disaggregated) (Corporate Results Indicator).
- 2) Areas with improved urban planning and management (number) (adapted from Corporate Results Indicator).
- 3) Beneficiaries of job-focused interventions (number, gender disaggregated) (Corporate Results Indicator).
- 4) Enhanced perception of mobility in the historic center of Zanzibar Urban Municipal Council (percentage, gender disaggregated).
- 5) Increased visitors to key cultural assets in Zanzibar.

These indicators will be supplemented by intermediate outcome indicators which will be developed later during project preparation. The baseline and target for all the indicators will be collected and discussed during preparation based on a methodology agreed with the Client.

D. Concept Description

19. To achieve the PDO stated above, this project will include four components, with a total IDA financing of US \$100 million. The proposed activities under each component and their expected impacts are described below.

Components and Activities

Component 1: Technical Assistance on Coordinated Urban Planning, Mobility and Financing (US \$12 million).

20. This component aims to support the government to achieve coordinated urban development through better and integrated planning efforts, encompassing a wide range of TA activities.

21. Thematic/sectoral TA activities proposed under this component will be organized by geographic focus of the studies, including (a total of US\$6 million):

- urban development policy and regulations for Zanzibar, including measures and recommendations on how to better operationalize the ZansPlan;
- mobility plan for Zanzibar (both islands), with special focus on urban transport; and feasibility study for public transport modernization of Zanzibar City
- integrated urban regeneration plan for ZUMC including waterfront revitalization, with detailed upgrading investment program and design for selected areas;
- comprehensive restoration plan and design for selected heritage assets, and business development and operation plans; and
- Pemba regional development plan.



22. This component also supports TA to the local governments in enhancing their institutional and financing capacities through (a total of US\$6 million):

- technical assistance for institutional strengthening and reforms of transport sector for addressing mobility;
- maximizing finance for development through potential PPP in infrastructure development in emerging towns and villages with high tourism potential;
- operationalizing sustainable system for the investments made under ZUSP; and
- scaling up and operationalizing own-source revenue (OSR) collection systems.

Component 2: Integrated Urban Regeneration, Mobility, and Preservation Investments (US \$80 million)

23. This component focuses on physical investments and works, using an area-based approach for integrated urban development, which likely includes several subcomponents:

- **Urban regeneration** (US\$ 35 million). (i) resilient and integrated urban regeneration in selected areas of ZUMC, to systematically operationalize and scale up prioritized investments in service delivery, such as drainage, sanitation, solid waste management, mobility improvements, cultural heritage preservation, street lighting, water front revitalization and public space enhancement; (ii) infrastructure upgrading in Pemba Island, to improve the access to basic services and contribute to poverty reduction in Pemba to bridge the service gap
- **Mobility** (US\$ 40 million). Implementation of the Michenzani Green Corridor Development Project and of the Stone Town Sustainable and Safe Mobility Management Program; and
- **Cultural heritage revitalization** (US\$ 5 million). Restoration works for Palace Museum and another selected monument and improvements for sustainable revenue-generating operations;

Component 3: Project Management and Capacity Building (US \$8 million).

24. This component will ensure effective, proper, and efficient implementation of all proposed activities under the project, in accordance with the Bank's policies and guidelines and related government regulations. It will support the Borrowers in the areas of project coordination, supervision, financial management, procurement, monitoring and evaluation (M&E), communication, audits, as well as preparation, implementation and supervision of safeguards instruments. This component will also finance the preparation of related surveys, studies, and associated training and operating costs for the required purposes described above.

Component 4: Contingent Emergency Response (US\$0 million).

25. This contingent emergency response component (CERC) is included under the project in accordance with OP/BP 10.00, paragraphs 12 and 13, for situations of urgent need of assistance, as a project-specific CERC. Given the high climate risks of the region, especially that of flooding, including the CERC under the project will allow for rapid reallocation of project funds in the event of a natural disaster/crisis during the lifespan of the project. Eligible emergency needs and the conditions to trigger this component will be specified in the CERC operations manual. This component will have no funding allocation initially and will draw resources from the unallocated expenditure category in the case of activation. If an Immediate Response Mechanism (IRM) is established, this component will serve as an IRM CERC to allow the reallocation of uncommitted funds from the project portfolio to the IRM Designated Account (DA) to address emergency response and recovery costs, if approved by the World Bank.

SAFEGUARDS

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



The project directly aims at reducing the cumulative and induced impacts on the environment and cultural heritage from a business-as-usual situation from (i) uncontrolled urban expansion, (ii) deteriorating cultural heritage assets, (iii) unsafe and unsustainable mobility pattern, and (iv) ad hoc tourism growth. As described in the PCN, the project will cover various activities which have different E&S safeguards implications depending on the nature of activities, and whether their scope and other details are known or not prior to appraisal as explained below.

1. Area-based urban regeneration works in Zanzibar Urban Municipality Council:

The area-based urban regeneration works will be outside Stone Town, involving integrated improvement on infrastructure works such as drainage, solid waste collection, small community roads, street lighting, public space, etc. The integration of different sector works in the same area, and would help mitigate the potential E&S risks posed by the interventions, in that: a) it reduces risks by using a participatory approach that leads to better, integrated designs and more buy-in from communities; and b) construction works will be managed systematically to reduce disturbances from multiple construction projects in the same area.

2. Mobility improvement interventions in/around Stone Town:

Michenzani Green Corridor Development Project and Stone Town Sustainable and Safe Mobility Management Program are the two interventions proposed to improve the mobility in and around the Stone Town area. These interventions will help increase mobility, reduce congestion, and promote public transport.

3. Rehabilitation and revitalization of key monument buildings in Stone Town:

Heritage investments will be focused on buildings, maybe one or two. Rehabilitating a couple of monument buildings has continuously been done in Zanzibar, and is unlikely to have major cumulative or induced negative impacts besides construction related issues, which will be assessed in the ESIA.

A key aspect of the project is to support both strategic planning and investments that promote compact, integrated development, which will lead to better use of resources and minimized environmental impact. The project would not cause any major changes to the Outstanding Universal Value of any properties in the World Heritage Site or the landscape as a whole. The investments are directly aimed to counteract a business-as-usual scenario of neglect or congestion.

B. Borrower's Institutional Capacity for Safeguard Policies

The institutional capacity of the PMT has been improved significantly over the past years, thanks to the capacity building activities and hands-on experience with the ongoing Bank project, i.e. ZUSP.

In particular, the construction site safety and ESHS condition of the ZUSP-supported works have been significantly improved through: (i) updating ESMP and amending the construction contract to include technical specifications, bill of quantities, and their budget aligned with the updated ESMP; (ii) mobilizing additional ESHS officer by both contractor and supervision consultants; and (iii) tightening monitoring and reporting among the contractor-supervision consultant-PMT-WB. With these additional measures, the project is now considered as a good practice in Tanzania and the region on this topic.

Given the expanded scope of the newly proposed project, the PMT would need to be further strengthened. Two more safeguards specialists will be hired by the PMT as core team members to strengthen its capacity in managing safeguards risks. In total, two social and two environmental safeguards specialists will be stationed in the PMT. With additional support from the Bank's safeguards team, the PMT shall be able to manage safeguards risks and deal with safeguards issues effectively and efficiently.



C. Environmental and Social Safeguards Specialists on the Team

Jane A. N. Kibbassa, Environmental Safeguards Specialist
Naima Abdallah Besta, Social Safeguards Specialist

D. Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>Some proposed investments under the project will involve construction and rehabilitation. These activities are expected to lead to site specific environmental and social impacts during construction and operational stages. However, it is worth noting that all the area-based urban regeneration works will be outside Stone Town (UNESCO heritage site), and the nature of infrastructure works proposed under the project (drainage, solid waste collection, small community roads, street lighting, public space, etc.) will not be very environmentally sensitive given the small-scale nature of work. Potential environmental impacts during construction are likely to include: some soil erosion, noise, temporary loss of vegetation, temporary pollution of water bodies, occupational health and safety risks, traffic accidents, generation of solid waste, etc., all of which will be managed carefully. Rehabilitating monument buildings, improving traffic circulation patterns, and improving waste collection systems will improve the tourism environment, and may potentially encourage future building rehabilitation by the public and private sector, but given the development controls and requirements to maintain consistency with heritage guidelines it is unlikely to have negative consequences such as a significant alteration of Stone Town's character or Outstanding Universal Value.</p> <p>In order to mitigate potential negative impacts the project will prepare an Environmental and Social Management Framework (ESMF), which will guide the project to screen impacts and prepare appropriate safeguard instruments (ESIA or ESMP) of specific subprojects that involve significant physical works. ESIA/ESMPs will also be prepared, consulted upon and disclosed prior to appraisal for the Michenzani green</p>



corridor subproject and the Palace museum restoration subproject.

For all strategic plans and policy support that will produce future investment program, including Pemba regional development plan, the project will ensure that strategic environmental and social assessment is built into each activity. Terms of Reference will require screening plans and policies for direct, cumulative and induced positive and negative impacts and propose mitigation measures.

Performance Standards for Private Sector Activities OP/BP 4.03

No

Natural Habitats OP/BP 4.04

Yes

The project will be implemented mostly in built up areas, but it is likely that some natural habitats or areas of ecological importance could be potentially affected by drainage works. However, it is worth noting that any investment proposed under the project is not meant to increase the development footprint or interfere any pristine natural habitats. Instead, the project aims to improve and regenerate the urban development in Zanzibar towards more resilient and sustainable growth, so as to better protect the natural habitats and hurdle unplanned development. The potential impacts on Natural Habitats will be screened and mitigation measures will be prepared as part of SESA/ESIA.

Forests OP/BP 4.36

No

The project design and activities to be implemented will not involve forests.

Pest Management OP 4.09

No

The project will not support any activity that will require application or purchase of pesticides.

Physical Cultural Resources OP/BP 4.11

Yes

The project proposes some activities for the preservation and revitalization of a couple of monuments in Stone Town. Such rehabilitation has continuously been done in Zanzibar and is unlikely to have major adverse impacts on the Physical Cultural Resources (PCR), but to better protect them from further deterioration and/or poor management. Full ESIA will be made on Palace Museum during project preparation and on other monuments at an early stage of implementation to ensure good practice on PCR preservation.



Also, it is worth noting that all the infrastructure works proposed under the project will be outside of Stone Town area, thus unlikely to impose harm/interference on Physical Cultural Resources (PCR). However, chance finds procedures and guideline will be included in the ESMF and ESIA for construction activities to guide handling on PCRs.

Indigenous Peoples OP/BP 4.10	No	There are no known peoples that fit the characteristics of IPs in the project area.
Involuntary Resettlement OP/BP 4.12	Yes	The project infrastructures works are within a dense urban setting and will require either land acquisition or change of land use thus resulting into involuntary resettlement. To mitigate this impact the project will update the existing ZUSP Resettlement Policy Framework under the same implementing agency to guide the preparation of RAPs/ARAPs (whatever is applicable) as the safeguard instrument during project implementation. A RAP will be prepared and disclosed prior to appraisal for Michenzani green corridor subproject.
Safety of Dams OP/BP 4.37	No	The project will not finance any dams or abstract water from any dams under the project.
Projects on International Waterways OP/BP 7.50	No	Not applicable as the project activities are not impacting any international waterway.
Projects in Disputed Areas OP/BP 7.60	No	There are no known areas under dispute in the project area.

E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

Aug 08, 2018

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

The following instruments will be prepared, consulted upon and disclosed prior to appraisal:

ESMF and RPF to cover all activities, geographical areas, that are consistent with an integrated areas approach that cannot be identified prior to appraisal. These would later guide the site specific ESIA and RAPs for urban regeneration, upgrading, and service improvement activities.

- ESIA, ESMP and RAP for the Michenzani green corridor subproject prior to appraisal.
- ESIA/ESMP for the Palace Museum restoration prior to appraisal (as the works are specific to one building, resettlement will be screened but is not expected).

In addition, Strategic Environmental and Social Assessments for strategic plans and policy support that will produce



future investments program, including Pemba regional development plan, will be prepared during implementation.

Consultants working on safeguards document preparation will be mobilized by April 2018. The draft documents will be submitted for review in August 2018, and cleared and disclosed by Decision Meeting in October 2018.

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