

**INTEGRATED SAFEGUARDS DATASHEET
APPRAISAL STAGE**

I. Basic Information

Date prepared/updated: 07/31/2005

Report No.: AC1320

1. Basic Project Data

Country: Mauritius	Project ID: P078643		
Project Name: GEF-Marine Highway and Coastal Contamination Prevention			
Task Team Leader: Abdelmoula M. Ghzala			
GEF Focal Area: International waters	Global Supplemental ID:		
Estimated Appraisal Date: June 29, 2005	Estimated Board Date: November 15, 2005		
Managing Unit: AFTTR	Lending Instrument: Specific Investment Loan		
Sector: Ports, waterways and shipping (60%);Information technology (20%);Central government administration (20%)			
Theme: Environmental policies and institutions (P);Pollution management and environmental health (P);Law reform (S);Technology diffusion (S);Regional integration (S)			
IBRD Amount (US\$m.):	0.00		
IDA Amount (US\$m.):	0.00		
GEF Amount (US\$m.):	11.00		
PCF Amount (US\$m.):	0.00		
Other financing amounts by source:			
BORROWER/RECIPIENT		5.00	
FOREIGN SOURCES (UNIDENTIFIED)		10.00	
		15.00	
Environmental Category: C - Not Required			
Simplified Processing	Simple <input type="checkbox"/>	Repeater <input type="checkbox"/>	
Is this project processed under OP 8.50 (Emergency Recovery)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	

2. Project Objectives

The project's development objective is to increase the safety and efficiency of navigation.

This will be achieved by establishing a demonstration marine electronic highway to guide

ships through selected busy sea lanes and by strengthening capacity for port state control.

Global Environmental Objectives

The project's main global environmental objective is to reduce the risk of ship-based environmental contamination (such as oil spills from groundings and illegal discharges of

ballast and bilge waters) and the unsustainable exploitation of marine resources (such as illegal fishing and fishing practices). This will be achieved by testing the economic, technical, and institutional feasibility of introducing precision navigation systems, such as an

electronically supported marine highway to guide ships through sensitive areas and to

monitor the movements and activities of fishing and other vessels operating within countries#

territorial waters. Strengthening capacity for port state control will also help.

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A second objective, focusing on Kenya, Mozambique, and Tanzania, is to reduce risks of

environmental damage to beaches, fishing grounds, and other domestic resources from spills

of oil and chemicals. This will be achieved by supporting efforts of Kenya, Tanzania, and

Mozambique to become part of a regional oil spill response plan, by completing the identification and mapping of environmentally sensitive areas along coasts and sea lanes, and

by widening the regional collaboration that has been built under the GEF-supported West

Indian Ocean Islands Oil Spill Contingency Planning Project.

The proposed project is in line with the country assistance strategies (CASs) of the participating countries. The Kenya CAS (2004) names the proposed project as important not

only to protect coastal and marine resources, but also to promote regional integration.

The

Mozambique CAS (2003) emphasizes the importance of protecting coastal and marine resources to promote sustainable development of tourism, a major source of growth in the

country. The Madagascar CAS (2003) places environmental protection at the center of its

strategy, noting the strong linkages between environmental degradation and high levels of

poverty. CASs for Mauritius (2002), Comoros (2000), and Tanzania (2000) all discuss environmental protection as a key element in their strategies. No recent CASs have been produced for Seychelles or for South Africa. Both countries, however, have taken strong action to protect their coastal and marine resources in recognition of the importance of the

tourism and fishing industries to their economies.

The project's global objectives are also in line with the objectives of the Nairobi convention,

which are to encourage regional initiatives and cooperation among the states for the protection, management, and development of marine and coastal resources of the eastern

African region. They are also consistent with those of the CLC92, OPRC90, FUND92, MARPOL 73/78, SOLAS, COLREG and other conventions of the International

Maritime

Organization. Collectively, these conventions require signatories to take coordinated action

to protect marine and coastal resources and ensure the safety of navigation.

The project will contribute to the goals of GEF operational program 10 in several ways, and its strategic priority 3 (undertake innovative demonstration projects for reducing contaminants). It is expected to demonstrate ways to overcome barriers to adoption of best practices that limit contamination of the international waters environment by developing a marine electronic highway to aid the navigation of ships through particularly hazardous seaways. The project will also leverage significant private sector support to demonstrate the value of using modern technology to help ships avoid collisions in busy marine corridors. The modern technology will also permit countries to monitor and control fishing in their territorial waters. The proposed project also satisfies the criteria for the operational strategy for international waters#to assist groups of countries to better understand the environmental concerns of their international waters and work collaboratively to address them#through its support for analytical work and establishment of information systems, for ratifying conventions and translating their provisions into law, and for building institutional capacity to more comprehensively address transboundary water-related environmental concerns.

3. Project Description

The project will include Kenya, Mozambique, South Africa, Tanzania, Madagascar, Comoros, Mauritius and Seychelles, and as a partner La R?union (France), covering a combined coastline of 13,300 kilometers. Following the model developed for the Straits of Malacca and Singapore, the development of the western Indian Ocean marine highway will be implemented in phases. The first phase (the project) will establish as a pilot an electronically supported marine highway for some of the region#s major shipping routes, will assess the feasibility of the concept, and, should the concept prove viable, will finance preparation of a follow-up project agreed upon by the countries. The second phase (or a follow-up project) will build on the experience of the first phase and establish a full marine electronic highway covering all major shipping routes of the western Indian Ocean region.

Components include:

Component A: Development of a regional marine highway. This component will support the establishment of a network of electronic navigational charts in conjunction with the differential global positioning system and other maritime technologies, which will form the

backbone of a marine electronic highway extending from South Africa to the Mozambican port of Nacala (west of Comoros) to Aldabra (Seychelles). Vessels using this route will come under the control of the marine highway electronically supported in South Africa, again at Inharrime, and again at Nacala, and then again at Aldabra until leaving the marine highway. As the area between these points is in deep water and is far from the coasts, the area will be surveyed and electronic charts will be provided to vessels. In addition, the route north from the Seychelles will be surveyed to provide mariners with up-to-date information on how to navigate the route safely after they leave the marine highway. The component includes six subcomponents: (1) production of nautical charts and publications; (2) maintenance of these charts and publications; (3) survey and rehabilitation of the main aids to navigation on the route of the marine highway; (4) establishment of an automatic information service and ship reporting scheme; (5) search and rescue activities; and finally (6) the evaluation of the demonstration phase and preparation of the second phase if the demonstration phase proves to be feasible and sufficiently beneficial to justify costs.

It is expected that the large vessels transporting oil and chemicals will choose to sail under the control of the marine electronic highway, rather than outside its boundaries, because doing so will reduce their risks of groundings and collisions and increase their efficiency of navigation. It is less obvious that fishing vessels will be interested in coming under the control of the marine electronic highway. The evaluation of the demonstration project will include an in-depth study of the costs and benefits to large fishing vessels of using a marine electronic highway, and will specify a range of regulatory and other measures that would encourage such vessels to use it.

Component B: Capacity building for prevention of coastal and marine contamination.

This component contains three subcomponents. The first will assist Kenya, Mozambique,

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and Tanzania to develop or enhance national oil spill contingency plans; join the regional

plan developed for the island states under the GEF-supported Western Indian Ocean Oil Spill

Contingency Planning project; and create and maintain coastal and marine sensitivity maps, needed to establish the marine highway and improve planning. The second will support the development of a methodology to identify and assign values to the key environmental resources in the region. The third will support the development of a regional database and a geographic information system on the marine environment, marine and coastal resources, ship movements, ship waste, and sea-based activities. The IMO, IPIECA, the European Commission (EC), and France have expressed interest in contributing to or cofinancing the preparation of the national oil spill contingency plans.

Component C: Widening capacity for regional oil spill response. This component will assist Kenya, Mozambique, and Tanzania (1) to identify and overcome obstacles to ratifying

IMO conventions intended to protect the marine and coastal environments and to improve

the safety of navigation, (2) to identify the needs for and provide the necessary equipment

and onsite training, (3) to support the preparation of a regional marine pollution contingency

plan that covers all participating countries, and (4) to strengthen a regional center to coordinate national actions and to monitor regionwide environmental conditions and causes

of degradation and damage. GEF financing will in particular assist countries to ratify conventions and to enact the enabling legislation. The IMO, IPIECA, the EC, and France

have expressed interest in contributing to or in cofinancing these activities.

Component D: Regional institutional strengthening and project management. Port state control allows countries to require that ships entering their ports meet the requirements of the

major conventions of the IMO on the safety of navigation and the prevention of pollution

from ships regardless of whether or not the flag state is party to the conventions. A regional

port state control arrangement provides an effective tool to ensure that ships using international navigation routes and calling on major ports in a region comply with the rules

and standards set out in the applicable IMO conventions. This component will support the

development and implementation of a regional agreement on port state control, covering issues such as procedures for surveillance, inspection, and detention of ships, and arrangements for exchanging information. It will also support capacity building, including

training of inspectors to international standards in port state control. The subcomponent will also support several regional workshops aimed at developing consensus among countries on priority actions, administrative arrangements, and coordination mechanisms to be used in promoting regional marine environmental management. Assistance will be needed at the regional, subregional, and national levels to manage the project and coordinate the various activities. This component will finance equipment, staff, and logistical support required by the regional body, a subregional entity, and national institutions to ensure that the project is implemented efficiently and to build sustainable capacity of the participating entities to manage the development of the marine highway and to coordinate activities after the project is completed. The component will also support regional training and seminars on maritime traffic management and pollution prevention, and on measures to protect coastal and marine biological resources. It will also strengthen the technical capabilities and the institutional and coordinating arrangements among the concerned states to collectively prevent, manage, and respond to transboundary marine pollution. This component will support technical assistance and studies as needed during project implementation. Finally, this component will support the establishment of mechanisms for sustainable financing of the development of the marine highway and other infrastructure and capacity created through the project. GEF funds will complement technical assistance provided through the other partners in the program, and will finance only activities that contribute to global environmental benefits and that others cannot finance. Specifically, GEF funds will finance activities designed to prevent marine and coastal contamination activities and activities that support surveillance and enforcement of laws and regulation governing the shipping and fisheries industries. This includes development and installation of a pilot marine electronic highway and creation of capacity for port state control. The oil spill contingency planning activities are largely baseline activities, and the GEF will allocate limited funding for these, focusing on the activities designed to widen the regional plan and strengthen regional collaboration.

4. Project Location and salient physical characteristics relevant to the safeguard analysis

The project will cover the coastal and marine areas of Kenya, Mozambique, South Africa, Tanzania, Madagascar, Comoros, Mauritius and Seychelles, with a combined coastline of

about 13,300 kilometers.

The first phase of the marine electronic highway will cover a route including South Africa,

Inharrime (north of Maputo), Nacala (west of Comoros), and Aldabra (Seychelles).
Project

supported activities, which involve surveying of the ocean floor and creating electronic navigational charts, will have no adverse environmental consequences.

5. Environmental and Social Safeguards Specialists

6. Safeguard Policies Triggered	Yes	No
Environmental Assessment (OP/BP 4.01)		X
Natural Habitats (OP/BP 4.04)		X
Forests (OP/BP 4.36)		X
Pest Management (OP 4.09)		X
Cultural Property (OPN 11.03)		X
Indigenous Peoples (OD 4.20)		X
Involuntary Resettlement (OP/BP 4.12)		X
Safety of Dams (OP/BP 4.37)		X
Projects on International Waterways (OP/BP 7.50)		X
Projects in Disputed Areas (OP/BP 7.60)		X

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project.
Identify and describe any potential large scale, significant and/or irreversible impacts:
There are no potential safeguard issues associated with the project. The project will finance primarily
technical assistance to develop a marine electronic highway, to widen regional capacity to respond to oil
and chemical spills, and to strengthen capacity for port state control.
2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
The project in the long run is expected to contribute to the reductions in the risks of catastrophic damage
from oil and chemical spills.
3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
Not applicable.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.
Not applicable.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people. Key stakeholders have been involved in preparing the project. These include the IMO, ministries of transport and environment, port authorities groups representing the oil shipping industry (IPIECA, INTERTANKO, ITOFF), groups representing navigation (International Hydrographic Bureau, International Hydrographic Organization, and the International Association of Lighthouse Authorities), local oil and shipping firms, groups representing the fishing industry, and development partners. Both the UNDP and the UNEP have been consulted to ensure that complementarities among relevant projects are used to maximum effect. The team preparing the proposed GEF-supported Southwest Indian Ocean Fisheries Project has also been involved in discussions on possible ways the marine electronic highway can be used effectively to monitor and control large fishing vessels. Local communities in the countries developing capacity to respond to oil spills have been consulted during project preparation through meetings organized by community leaders. The proposed project was discussed at a high-level seminar in December 2004 organized by SAMS with participation of the various stakeholders to agree on the final project objectives, design, and implementation arrangements. Its recommendations have improved the project design. The involvement of stakeholders in preparing the project provides a solid foundation for stakeholder participation during project implementation. Workshops will be held periodically with relevant stakeholders for purposes of training, knowledge sharing, and institution building. Annual project planning workshops will also be held with the participation of all key stakeholders to prepare the following year's work program, specifying the role and contribution of each of the stakeholders to the implementation of the project. Local communities will participate in designing information campaigns on the risks of oil spills and measures that could be taken to prevent them. This was done very

effectively under the Western Indian Ocean Oil Spill Contingency Planning Project. A key output of the project is expected to be a strengthened regional institution which provides a permanent forum through which various stakeholders come together to discuss issues of common concern and coordinate their actions. Local oil and shipping companies and port authorities will be part of the national and regional contingency plans. A detailed stakeholder involvement plan will be prepared no later than project appraisal.

B. Disclosure Requirements Date

*** If the project triggers the Pest Management, Cultural Property and/or the Safety of Dams policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.**

If in-country disclosure of any of the above documents is not expected, please explain why:

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

BP 17.50 - Public Disclosure

Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	No
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	No

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?

Have costs related to safeguard policy measures been included in the project cost?

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?

D. Approvals

<i>Signed and submitted by:</i>	<i>Name</i>	<i>Date</i>
Task Team Leader:	Mr Abdelmoula M. Ghzala	07/25/2005
Environmental Specialist: Social Development Specialist Additional Environmental and/or Social Development Specialist(s):		
<i>Approved by:</i>		
Regional Safeguards Coordinator:	Mr Thomas E. Walton	07/25/2005
Comments:		
Sector Manager:	Mr Anil S. Bhandari	07/25/2005
Comments: Acting Sector Manager.		