INTEGRATED SAFEGUARDS DATA SHEET
CONCEPT STAGE

Report No.: AC313

Date ISDS Prepared/Updated: December 16, 2003

I. BASIC INFORMATION

A. Basic Project Data

Countries: Western Indian Ocean (Kenya, Mozambique, South Africa, Tanzania, Madagascar, Comoros, Mauritius, and Seychelles).	Project ID: P078643
Project Name: GEF-Marine Electronic Highway and Coastal and Marine Contamination Prevention Project	Task Team Leader: Abdelmoula M. Ghzala
Estimated Appraisal Date: June 2004	Loan/Credit amount ($m):
Estimated Board Date: January 2005	
Managing Unit: AFTTR	GEF grant
Sector: Ports, waterways and shipping (60%);Information technology (20%);Central government administration (20%)	Theme: Environmental policies and institutions (P);Pollution management and environmental health (P);Law reform (S);Technology diffusion (S);Regional integration (S)
Safeguard policies specialists in the task team:	
Other financing amounts by source:	($m)
BORROWERS/RECEPIENTS	1.1
GLOBAL ENVIRONMENT FACILITY	10.2
FOREIGN SOURCES (France, the European Union, NORAD IMO, the Indian Ocean Commission, industry groups (IPIECA, INTERTANKO, ITOPF), and others to be identified	12.3

B. Project Objective

The global environmental goal of the proposed Western Indian Ocean Marine Electronic Highway and Coastal and Marine Contamination Prevention Project is to help protect the region's globally significant and extremely sensitive coastal and marine environments and rich biodiversity. The project has two main objectives. The first is to help prevent ship-based environmental contamination (such as oil spills from groundings and illegal discharges of ballast and bilge waters) and unsustainable exploitation of marine resources (such as illegal fishing and fishing practices). This will be achieved by establishing in phases a marine electronic highway, intended to guide ships through sensitive areas and to monitor the movements and activities of fishing and other vessels within countries' territorial waters. The principal outcome in the long run will be a fully operating marine electronic highway. The second major objective is to

strengthen the capacity of countries to respond to an oil spill emergency in the region. 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 strengthening the regional collaboration that has been built under the GEF-supported West Indian Ocean Islands Oil Spill Contingency Planning Project. The principal outcome will be the continuous operation of a regional institute that coordinates national and regional efforts to prevent and respond to an oil spill emergency.

C. Project Description

The project will include Kenya, Mozambique, South Africa, Tanzania, Madagascar, Comoros, Mauritius and Seychelles, and as a partner La Réunion (France), covering a combined coastline of 13,300 kilometers. Following the model developed for the Straits of Malacca and Singapore, the western Indian Ocean marine electronic highway will be implemented in phases. After the PDF Block B phase, the first phase of the project will establish as a pilot a marine electronic highway for limited area of the region's major shipping routes. The second phase of the project (or of a follow-up project) will build on the experience of the first phase and establish a full marine electronic highway covering major shipping routes of the western Indian Ocean region.

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. 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.

*Component*s

Component 1: Developing a regional marine electronic highway (US$11.5 million)

A marine electronic highway takes advantage of advances in technology that improve the navigational decision-making of mariners. It involves an integrated system of electronic nautical charts, continuous real-time positioning information, aids to navigation and shore-based automatic ship identification system, transponders, and provision of real-time meteorological, oceanographic, and navigational information. Shipmasters use the information to guide their ships safely through busy shipping lanes. Shore-based authorities use the information to precisely identify and track ships. The marine electronic highway is thus a valuable tool for preventing and controlling marine pollution and ensuring the safety of navigation. It is also a valuable tool for monitoring fishing activities and for enforcing regulations and international agreements intended to ensure sustainable management of fisheries and of other marine and coastal resources. A marine electronic highway lowers costs of shipping by reducing the risk of accidents and by allowing ships to operate in storms and other adverse conditions that would idle them if they relied on conventional navigational systems.

Specific activities include:

(a) Generating nautical charts and publications.
(b) Maintaining charts and publications.
(c) Installing aids to navigation
(d) Installing automatic information systems, a ship reporting scheme, and a differential global positioning system service.
(e) Strengthening search and rescue operations.
(f) Evaluating the demonstration phase and preparing the next phase.

Component 2: Coastal and marine contamination prevention capacity building (US$4.8 million)

Subcomponents include:

(a) Supporting seminars and workshops.
(b) Creating site-specific pollution prevention and contingency management plans for coastal and marine biodiversity hotpots with high risk profiles.
(c) Developing a methodology to value ecosystem benefits.
(d) Developing a regional database and geographic information system on marine and coastal resources.

Component 3: Developing regional oil spill contingency capacity (US$ 4.2 million)

(a) Assisting Kenya, Mozambique, and Tanzania to develop national oil spill contingency plans, to join the regional plan, and to create sensitivity maps.
(b) Supporting countries' efforts to ratify IMO conventions and translate them into national legislation.

Component 4: Regional coordination and project management (US$3.1)

(a) Supporting adoption of port state control.
(b) Conducting regional workshops.
(c) Supporting project coordination and management.
(d) Conducting regional training and seminars.
(e) Facilitating regional agreements and development of a regional contingency plan.
(f) Strengthening a regional center.
(g) Developing mechanisms for sustainable financing and other activities.

D. Project location (if known)

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 the area between Inharrime (north of Maputo) and the Mozambican port of Nacala (west of Comoros). Vessels using this route will come under the control of the marine electronic highway at Inharrime and then again at Nacala until leaving the marine electronic highway. The area between these two points is in deepwater and is far from the coasts. Project supported activities, which involve surveying of the ocean floor and creation of electronic navigational charts, will have no environmental consequences.

E. Borrower's Institutional Capacity

Not applicable.

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Applicable?	Safeguard Policy If Applicable, How Might It Apply?
[ ]	**Environmental Assessment (OP/BP 4.01)**
[ ]	**Natural Habitats (OP/BP 4.04)**
[ ]	**Pest Management (OP 4.09)**
[ ]	**Involuntary Resettlement (OP/BP 4.12)**
[ ]	**Indigenous Peoples (OD 4.20)**
[ ]	**Forests (OP/BP 4.36)**
[ ]	**Safety of Dams (OP/BP 4.37)**
[ ]	**Cultural Property (draft OP 4.11 - OPN 11.03)**
[ ]	**Projects in Disputed Areas (OP/BP/GP 7.60)***
[ ]	**Projects on International Waterways (OP/BP/GP 7.50)**

Environmental Assessment Category:
[ ] A [ ] B [X] C [ ] FI [ ] TBD (to be determined)

If TBD, explain follow-up and calendar/steps for the determination of the category:

* *By supporting the proposed project, the Bank does not intend to prejudice the final determination of the parties' claims on the disputed areas*

III. ACTIONS DURING PROJECT PREPARATION

A. What actions might be needed during project preparation to assess safeguard issues and prepare to mitigate them?

Not applicable.

B. How might consultation and disclosure requirements be addressed?

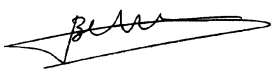
Not applicable.

IV. AGREEMENTS REACHED ON SAFEGUARDS AT PCN REVIEW

[Guideline: Summarize the key agreements reached on follow-up actions to be taken regarding safeguards during project preparation]

Agreed target date for Quality Enhancement Review:

No quality enhancement review is envisaged.

Signed and submitted by: 	
Abdelmoula Ghzala **Task Team Leader**	12/16/03 Date:
Approved by:	
Thomas Walton **Regional Safeguards Coordinator**	12/16/03 Date12
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