Early Warning System

# WB-P173114

## Comoros Inter-island Connectivity Project

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### Quick Facts

| | |
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| **Countries** | Comoros |
| **Financial Institutions** | World Bank (WB) |
| **Status** | Proposed |
| **Bank Risk Rating** | A |
| **Voting Date** | 2021-06-30 |
| **Borrower** | Government of Comoros |
| **Sectors** | Transport |
| **Investment Type(s)** | Grant |
| **Investment Amount (USD)** | $ 40.00 million |
| **Project Cost (USD)** | $ 40.00 million |

## Project Description

According to bank documents, the project bjective is to improve maritime transport connectivity and safety among the islands.

The project has four component:

1. Component 1. Port Fomboni (US$25-42 million). Although all the three primary ports have certain capacity constraints, Port Fomboni in Moheli island is most constrained. The port only has a draft of 2.4
meters with an 80-meter quay, handling about 30,000 to 40,000 tons of cargo per year. It is difficult for large vessels to approach. As the result, cabotage and ferry operators often refuse to call at Moheli island, suppressing the potential demand for inter-island transport and wrongly incentivizing informal operations.
2. Component 2. Improvement of secondary ports (US$2 million) – (To be integrated into Component 1). This component aims at supporting secondary ports on the three islands. There are four major landing sites where kwassa-kwassa boats depart and arrive: Chindini and Ouropveni in Grande Comore, Hoani and Itsamia in Moheli, and Bimbini in Anjouan. To improve safety and efficiency in these
informal boat operations and protect coastal environment, the project will support minimum sheltering improvements, building landing slopes, disposal facilities, and implementing basic navigation aids to assist with approaches and landings. Port design will also ensure that it incorporates design features to improve people's with disabilities access to port infrastructure and services (e.g., ramps, wide entrances, priority seating, proper signalization and visualization of information) and facilitating women's experience of traveling by addressing identified infrastructure constraints that affect them disproportionately (e.g., lack of lightning and visible spaces, which can be enablers of violence, mainly at night).
3. Component 3. Maritime safety and Vessel Renewal Program (US$2 million). This component supports the Government's efforts toward improving maritime transport safety between the island through
strengthening the regulatory capacity and formalizing informal kwassa-kwassa operations and making them more efficient, greener and safer. In addition to technical assistance for capacity building at relevant ministries and agencies, the component will finance a vessel renewal program for informal transport service operators to renew their vessels, scraping old and unsafe boats and register new boats properly. In addition, it is expected that fleet renewal will reduce GHG emissions from maritime transportation. Currently, there are about 150 kwassa-kwassa boats operating between the islands, most of which are old and normally accommodate up to 12 passengers, but without any safety equipment installed. In theory, it is more efficient and economically viable to operate with a fewer number of vessels with more capacity, however, local operators cannot afford them because of the lack of access to financial/local capital market, which is very thin in Comoros. To fill the gap, the component aims to provide a partial subsidy for vessel renewal.
4. Component 4. Implementation support and capacity building (US$2 million). This component supports the implementing entity for the Project as well as necessary preparatory works, such as detailed
design and safeguard documents.

## Investment Description

- World Bank (WB)

## Contact Information

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**Borrower:**
Government of the Union of Comoros

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### ACCESS TO INFORMATION

To submit an information request for project information, you will have to create an account to access the Access to Information request form. You can learn more about this process at: https://www.worldbank.org/en/access-to-information/request-submission

### ACCOUNTABILITY MECHANISM OF THE WORLD BANK

The World Bank Inspection Panel is the independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by a World Bank-financed project. If you submit a complaint to the Inspection Panel, they may investigate to assess whether the World Bank is following its own policies and procedures for preventing harm to people or the environment. You can contact the Inspection Panel or submit a complaint by emailing ipanel@worldbank.org. Information on how to file a complaint and a complaint request form are available at: https://www.inspectionpanel.org/how-to-file-complaint

**Bank Documents**

- Concept Environmental and Social Review Summary (ESRS) - Comoros Inter-island Connectivity Project - [Original Source]
- Concept Project Information Document (PID) - Comoros Inter-island Connectivity Project - P173114 [Original Source]

## Other Related Projects

- WB-P180734 Comoros Interisland Connectivity Project Additional Finance
- WB-P179109 Comoros Interisland Connectivity Project SOP2