

**INTEGRATED SAFEGUARDS DATA SHEET**  
**APPRAISAL STAGE**

Report No.:ISDSA15069

**Date ISDS Prepared/Updated:** 19-May-2017

**Date ISDS Approved/Disclosed:** 22-May-2017

**I. BASIC INFORMATION**

**1. Basic Project Data**

<b>Country:</b>	Tanzania	<b>Project ID:</b>	P150496
<b>Project Name:</b>	Dar es Salaam Maritime Gateway Project (P150496)		
<b>Task Team Leader(s):</b>	Richard Martin Humphreys		
<b>Estimated Appraisal Date:</b>	20-Mar-2017	<b>Estimated Board Date:</b>	06-Jul-2017
<b>Managing Unit:</b>	GTI01	<b>Financing Instrument:</b>	Investment Project Financing
<b>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00(Rapid Response to Crises and Emergencies)?</b>			No
<b>Financing (In USD Million)</b>			
Total Project Cost:	421.00	Total Bank Financing:	345.00
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
BORROWER/RECIPIENT			64.00
International Development Association (IDA)			345.00
Tanzania Public Private Partnership Support Program			12.00
Financing Gap			0.00
Total			421.00
<b>Environmental Category:</b>	A - Full Assessment		
<b>Is this a Repeater project?</b>	No		

**2. Project Development Objective(s)**

The Project Development Objective is to improve the effectiveness and efficiency of the Port of Dar es Salaam, for the benefit of public and private stakeholders.

**3. Project Description**

The Dar es Salaam Maritime Gateway Project (DSMGP) has been developed as a multi-donor operation to improve the effectiveness and efficiency of the Port of Dar es Salaam. The components in the proposed program are entirely consistent with the objectives of the Government of Tanzania's objectives to address spatial, operational, and physical constraints in the port of Dar es Salaam. The following list of components are included in the DSMGP:

Component 1: Improving the Physical Infrastructure (Estimated cost US\$ 400 million). The first component comprises the essential civil works in the port, and the key access infrastructure:

- (i) Deepening and strengthening of existing Berths 1 to 7 to 14.5 m below CD, and constructing a new multipurpose berth at Gerezani Creek;
- (ii) Deepening and widening the entrance channel and turning basin in the port to the end of Berth 11 to 15.5 m below CD;
- (iii) Improving the rail linkages and platform in the port; and
- (iv) Deepening and strengthening of existing Berths 8-11, to 14.5 m below CD.

Component 2: Institutional Strengthening and Implementation Assistance (Estimated cost US\$21 million). The final component comprises the following two sub-components:

- (i) The Institutional Strengthening of TPA
  - (a) Technical assistance to support the restructuring of TPA to reflect the twin objectives of corporatization of functional business units under TPA for those berths where TPA will remain the operator, whilst enhancing TPA's capacity to act as a landlord, manager and developer of the ports in Tanzania; and assess future private sector participation;
  - (b) Capacity building/training for TPA staff to take on the above responsibilities, as a result of the restructuring, including inter alia necessary support to implement the Environmental and Social Strengthening Plan (ESSP) and obtain the ISO 14001 Certificate, and building capacity and awareness of climate resilience; and
  - (c) Procurement of management information systems, Terminal Operating Systems for those berths where TPA will remain the operator, and a Port Community System for Dar es Salaam port).
- (ii) Implementation Assistance
  - (a) Supervision of construction and dredging works in the port;
  - (b) Technical Assistance, as required, to the TPA PIT to facilitate the implementation of the project (including TA to supervise the implementation of the cost accounting manual);
  - (c) Independent technical auditor; and
  - (d) Technical Assistance to update the National Port Master-plan to guide the strategic development of the maritime sector and its hinterland in Tanzania.

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

The Dar es Salaam Port is located in an area called Kurasini in Temeke Municipality of Dar es Salaam City. The Port's operational area is the predominant land use in the eastern side of Kurasini. The Port covers the whole area east of Kilwa Road from the south to the Gerezani roundabout in the north. A very small portion of the Port area, notably the Malindi and Lighters Quays, is within the neighbouring Mchafukoge Ward, in Ilala District. Dar es Salaam Port has eleven berths, seven of which are currently dedicated to general cargo (including container, dry bulk, break bulk and Ro-Ro operations) and four to dedicated container operations. Other facilities include the Malindi and Lighter wharves (for coastal trades), the Kurasini Oil Jetty (KOJ), and the Single Point Mooring (SPM). The SPM is located on the open side of Kigamboni, at Mjimwema Bay, with delivery pipelines to storage yards at TIPER and other sites. Within the project core area there are three geophysical areas that required specific attention during the EIA. These are Gerezani Creek, which comprises two areas of interest (the Gerezani Creek, within TRL land, and the seaward portion where the future Ro-Ro Terminal is proposed), and the intertidal area at Kurasini that supports mangrove forests (protected reserves under the Forestry Act).

The Dar es Salaam Port is within the metropolitan area characterized by a highly built up environment. The Port

is surrounded by the city centre to the north, consisting of business areas and offices and Tanzania Railway; to the west are residential areas (Keko and Kilwa Road areas) and small factory areas (especially garages and BP bulky oil storage areas). The south consists of Kurasini, Mtoni and Mbagala residential areas, public institutions, bulk oils storage tanks and the Mtoni Dumpsite (now closed). To the east, there is Kigamboni residential area, TIPER refinery plant, and a few undeveloped plots. The city centre has a central sewer system that discharges sewage in the harbour mouth through the sea outfall pipe. Many of the areas surrounding the harbour lack sewers and sewage is largely handled by septic tank and soak away systems. Considering the sandy nature of the soils, leaking septic tanks and soak away systems are a source of sewage pollution into the harbour through the groundwater flows.

Generally, the marine ecosystem in the Dar es Salaam harbour is highly exposed to many sources of pollution. The major pollution sources include port operations, harbour activities (maritime), urban drainage (streams, rivers and open channels), uncontrolled solid waste and liquid waste disposal in the city centre and urban periphery areas (directed in the storm water channels). Others include the Kivukoni fish market, the Band beach swimming club, Kigamboni ferry operations, the Sea outfall sewage pipe, leachate from Mtoni dumpsite, drainage from Kurasini bulk oil handling areas, underground seepage of liquid wastes from septic tanks etc. Conceptually Dar es Salaam harbour receives pollutants from within and without the Port environment. The major concerns are drainage channels and natural water courses that bring in the harbour a variety of pollutants including sediments. Runoff through Gerezani Creek and the Kizinga River are directly impacting on the harbour water quality through incessant ingress of polluted water.

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

Marco Antonio Zambrano Chavez( GEN04 )

Mary C.K. Bitekerez( GSU07 )

#### **6. Safeguard Policies That Might Apply**

<b>Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/BP 4.01	Yes	<p>The project is classified as Category A according to the Bank's OP/BP 4.01. A comprehensive Environmental and Social Impact Assessment (ESIA) was undertaken for the first stage of works proposed in the Project, and to guide the preparation of Environmental and Social Management Plans (ESMPs) for this and subsequent phases of works. The ESIA included a detailed analysis of alternatives, and specific mitigation measures for the rehabilitation of berths 1-7, and the construction of the multipurpose berth at Gerezani Creek.</p> <p>The ESIA included a detailed analysis of alternatives, and specific mitigation measures for each component of the project in order to select the best option from the technical, economic, environmental and social point of view. Appropriate consultation was undertaken on the terms of reference, the draft, and the final version, consistent with the domestic legislation and the World Bank's operational policies. NEMC issued</p>

		<p>the Environment Certificate in December 2016.</p> <p>The TPA will be responsible for the Project environmental and social management, ensuring compliance with the national law and the Bank’s safeguard policies. In respect of safeguards, the Environmental Management Section (EMS) within TPA has prepared an Environmental and Social Strengthening Plan (ESSP), in order to improve the capacity of TPA to manage environmental and social issues in the ports. The main objective of the ESSP is to achieve long-term environmental, social, and economic benefits through resource conservation, waste reduction, and pollution prevention. The ESSP include some activities related to training, equipment, and some initiatives to comply with international standards to be a green port and to obtain the ISO 14001 Certificate. The project will support the implementation of the ESSP.</p> <p>Separate ESIA and ESMPs will be prepared for the proposed dredging of the entrance channel and turning basin, and the rehabilitation of Berths 8-11, respectively. The draft Terms of Reference for the ESIA for the dredging have been shared with the Bank for comments, and will be subsequently disclosed. The ToR for the ESIA for the latter will be prepared during project implementation, but approved and disclosed before any works will start, in either of the two sites.</p>
Natural Habitats OP/BP 4.04	Yes	<p>This policy is triggered because within the project are two geophysical areas that requires consideration and are potentially at risk: a) Gerezani Creek, which comprises two areas of focus, and the Gerezani wetland, within Tanzania Railways Ltd land, and the seaward portion where the future Ro-Ro Terminal is proposed; and the intertidal area at Kurasini that supports mangrove forests (protected reserves under Forestry Act). In respect of Gerezani, the wetland serves to trap sediments and pollutants that drains during heavy rain, and is a feeding ground for avifauna. According to the ESIA, there are no particular sensitive or endangered plant or animal life in the area, but there is a risk the wetland could be flooded during the construction phase. Appropriate mitigation measures have been specified to mitigate any risk. Kurasini is not expected to be affected by the project activities, as concluded by the ESIA, but</p>

		the mangroves are within the port boundary, but well to the south of the area of works.
Forests OP/BP 4.36	No	This policy was not triggered since the project activities are not expected to impact forested areas, forest dependent communities or involve changes in management of forests.
Pest Management OP 4.09	No	This policy was not triggered given that the project activities do not include the use of pesticide.
Physical Cultural Resources OP/BP 4.11	Yes	This policy is triggered because dredging activities are included in the project, specifically the deepening and strengthening of Berth 11; and the deepening and widening of the entrance channel and turning basin to the end of Berth 11, could result in chance finds of cultural property. All ESMPs will include appropriate "chance finds" procedures and mitigation measures.
Indigenous Peoples OP/BP 4.10	No	This policy was not triggered as there are no known Indigenous Peoples groups in the project area.
Involuntary Resettlement OP/BP 4.12	No	No land acquisition or involuntary resettlement is envisaged in this project. The execution of works will take place on only TPA owned land.
Safety of Dams OP/BP 4.37	No	This policy was not triggered as the project will not support the construction or rehabilitation of dams.
Projects on International Waterways OP/BP 7.50	No	This policy was not triggered as the project will not affect international waterways as defined under the policy.
Projects in Disputed Areas OP/BP 7.60	No	This policy was not triggered as the project will not affect disputed areas as defined under the policy.

## 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:

The potential environmental negative impacts identified in the ESIA are the following: i) Extraction of raw materials from quarry sites; ii) Increased demand on existing infrastructure and utilities in Temeke Municipal; iii) Potential flooding of upper Gerezani Creek area due to accidentally blocking surface water flow into the harbor; iv) Reduced berth space at Malindi Wharf impacting existing users transporting goods to Zanzibar; v) Increased vehicle traffic; vi) Changes in marine water quality due to potential release of chemicals and heavy metals while dredging or backfilling; vii) Marine pollution due to disposal of dredged materials; viii) Occupational risks and accidents; ix) Increase in invasive species from increased shipping traffic; x) increased marine pollution from improper disposal of waste from marine vessels; xi) Increase in HIV/AIDS infection rate; xii) Accidental vessel collisions during dredging; xiii) Accidental collisions of vehicles and trains within the port area; and xiv) Accidental spills of oils. This ESIA covers the construction of the multipurpose berth at Gerezani Creek, and the rehabilitation and strengthening of Berths 1-7. A separate ESIA will be prepared for each subsequent capital project: including the dredging of the entrance channel and turning basin, and the

rehabilitation and strengthening of Berths 8-11.

**2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:**

All the major project activities are expected to take place within the port boundaries, on TPA owned land and therefore no land acquisition is envisaged for this project activities. TPA's current work force, both formal and informal worker in the port, as at March 31, 2016, amounted to 3,691 permanent staff, of which 2,793 are male and 898 are female. The majority of these employees work in Dar es Salaam Port. TPA have confirmed that the project will have no impact on TPA employees, or casual workers in the port.

The main social impact is the potential impact resulting from an influx of labor into the area during construction, for example, increase in the incidence of HIV/AIDS/STD infections in the project area, etc. As part of their Environmental, Health and Safety Management Plan (EHSMP), contractors/construction companies will establish a HIV/AIDS/STD management plan that includes education and sensitization on HIV/AIDS/STD, zero-tolerance on sexual harassment, exploitation of minors, etc., which will be implemented in collaboration with the relevant existing district systems and structures. Following recent events elsewhere in the East Africa Region, this project will benefit from the guidance note that has been prepared on this specific topic.

**3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.**

The ESIA presents project alternatives in each component to avoid or minimize the environmental and social negative impacts or issues that are expected throughout the project cycle i.e. mobilization phase, construction, demobilization, and operation for the preferred alternative.

The environment analysis of alternatives were considered for the following components: a) Construction alternatives for deepening and strengthening of Berths 1 to 7; b) Location alternatives for the proposed Ro-Ro terminal/multipurpose berth at Gerezani Creek; c) Construction alternatives for the proposed Ro-Ro terminal; d) Alternative backfilling material source for the Ro-Ro terminal; e) Alternative disposing of dredging material from Ro-Ro terminal and Berths 1 to 7; and f) Alignment alternatives for railway links at the port.

**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.**

Chapter 7 of the ESIA lists the mitigation measures required for pre-construction, construction, and operation phases, together with those for cumulative and unplanned impacts.

The TPA is the responsible for the environmental and social management in the project. TPA will ensure compliance of the national law and the World Banks Operational Policies on Safeguards. The unit responsible for environmental and social management in TPA is the Environment Management Section (EMS), which was established in 2010. The EMS has experience and capacity to manage the environmental aspects of the project, but requires capacity building and strengthening to meet the requirements and risks associated with the projected increase in traffics. The TPA with the support of the EMS has developed an Environmental Management System in order to implemented good environmental and social practices in all Tanzanian ports, and to achieve international accreditation ISO 14001-2004 (in process). Additionally, the EMS has developed an Occupational Safety, Health, and Environment (OSHE) Policy in 2008; the TPA OSHE Regulations in 2010; and the TPA OSHE Guidelines and Procedures in March 2013. TPA is also establishing ship waste facilities by end of 2016, to meet the requirements of the MARPOL Convention.

A specific Environmental and Social Strengthening Plan (ESSP) was prepared by EMS in coordination with the Bank during the preparation of the project, which will be supported by the project, to strengthen TPA's environmental and social management.

**5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on**

**safeguard policies, with an emphasis on potentially affected people.**

According to the domestic law, and the World Bank's Operational Policy requirements, during the preparation of the ESIA, the following stakeholder groups were identified and consulted in a participatory process to ensure that they were informed about the main issues related to the project and had the opportunity to raise any concerns: 1) Ministries (Ministry of Lands, Housing and Human Settlement Development (MLHHSD), Ministry of Natural Resources and Tourism (MNRT), Ministry of Agriculture, Livestock and Fisheries (MALF), Ministries of Home Affairs (MOHA), Ministry of Water and Irrigation (MOWI); 2) Other public institutions (Tanzania Revenue Authority (TRA), Tanzania National Roads Agency (TANROADS), Marine Parks and Reserves Units (MPRU), Tanzania Social Action Fund (TASAF), Tanzania Railway Limited (TRL), National Health Insurance Fund (NHIF)); 3) Private Institutions (Tanzania International Containers Terminal Services (TICTS), National Microfinance Bank (NMB), Bandari branch, CRDB Bank, Bandari branch; 4) Donor (Trade Mark East Africa (TMEA)); 5) Local Government (Dar es Salaam City Council, and Temeke Municipal Council); 6) Non-Governmental Organizations (NGOs) along Bandari Road (North Star Alliance, and Wake and Support Other Organisations (WASO)); 7) Ward Executive Officers and Mitaa (Kurasini Ward, Mivinjeni Ward, Mivinjeni Street, Kiungani Street, Kurasini Street, and Kiungani Street); 8) Malindi Wharf users; 9) Labour agencies (service providers within the Port); 10) Food vendors along Bandari Road; 11) Fishermen (Kurasini landing site and Vijibweni); 12) Motorcyclists; and 13) Shipping Agents.

The establishment of a grievance redress mechanism and the development of a strategic communication plan during the project execution are requirements in the ESIA. The Bank is supporting TPA to develop the latter, as part of a broader based citizen engagement initiative.

**B. Disclosure Requirements**

<b>Environmental Assessment/Audit/Management Plan/Other</b>	
Date of receipt by the Bank	15-Feb-2016
Date of submission to InfoShop	25-Feb-2016
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	25-Feb-2016
<b>"In country" Disclosure</b>	
Tanzania	26-Feb-2016
<i>Comments:</i> The ESIA was posted on the TPA website on 26 February 2016	
<b>If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.</b>	
<b>If in-country disclosure of any of the above documents is not expected, please explain why::</b>	

**C. Compliance Monitoring Indicators at the Corporate Level**

<b>OP/BP/GP 4.01 - Environment Assessment</b>						
Does the project require a stand-alone EA (including EMP) report?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
<b>OP/BP 4.04 - Natural Habitats</b>						
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>

If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	NA	<input checked="" type="checkbox"/>
<b>OP/BP 4.11 - Physical Cultural Resources</b>				
Does the EA include adequate measures related to cultural property?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA	<input type="checkbox"/>
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA	<input type="checkbox"/>
<b>The World Bank Policy on Disclosure of Information</b>				
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA	<input type="checkbox"/>
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?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA	<input type="checkbox"/>
<b>All Safeguard Policies</b>				
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA	<input type="checkbox"/>
Have costs related to safeguard policy measures been included in the project cost?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA	<input type="checkbox"/>
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA	<input type="checkbox"/>
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	NA	<input type="checkbox"/>

### III. Approval

Task Team Leader(s):	Name: Richard Martin Humphreys	
<i>Approved By:</i>		
Safeguards Advisor:	Name: Nathalie S. Munzberg (SA)	Date: 22-May-2017
Practice Manager/Manager:	Name: Aurelio Menendez (PMGR)	Date: 22-May-2017