INTEGRATED SAFEGUARDS DATA SHEET
RESTRUCTURING STAGE
Note: This ISDS will be considered effective only upon approval of the project restructuring

Report No.: ISDSR9869

Date ISDS Prepared/Updated: 12-Aug-2014
Date ISDS Approved/Disclosed: 05-Sep-2014

I. BASIC INFORMATION

1. Basic Project Data

<table>
<thead>
<tr>
<th>Country:</th>
<th>Mozambique</th>
<th>Project ID:</th>
<th>P121398</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name:</td>
<td>MZ - Spatial Development Planning Technical Assistance Project (P121398)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task Team Leader:</td>
<td>Richard Damania</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimated Appraisal Date:</td>
<td>27-Apr-2010</td>
<td>Estimated Board Date:</td>
<td>30-Sep-2010</td>
</tr>
<tr>
<td>Managing Unit:</td>
<td>GSURR</td>
<td>Lending Instrument:</td>
<td>Technical Assistance Loan</td>
</tr>
<tr>
<td>Sector:</td>
<td>Public administration- Transportation (30%), Public administration- Agriculture, fishing and forestry (20%), Public administration- Energy and mining (20%), Public administration- Industry and trade (20%), Sub-national government administration (10%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theme:</td>
<td>Other economic management (30%), Infrastructure services for private sector development (20%), Regional integration (20%), Trade facilitation and market access (20%), Climate change (10%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financing (in USD Million)</td>
<td>Total Project Cost:</td>
<td>20.00</td>
<td>Total Bank Financing:</td>
</tr>
<tr>
<td>Financing Gap:</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financing Source</td>
<td>Amount</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BORROWER/RECIPIENT</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>International Development Association (IDA)</td>
<td>20.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financing Gap</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>20.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Environmental Category: C - Not Required

Is this a Repeater project? No
2. Current Project Development Objectives

1. The overall Project Development Objective (PDO) of the proposed SDP-TA project is to strengthen the capacity to use spatial development planning for social, economic and environmental development planning as a means to improving its economic, social and environmental planning capabilities. Within that overall PDO the project will support the Borrower to:

(a) Establish a fully functional #Coordination Commission for Studies and Projects# (COCEP) at the Ministry of Transport and Telecommunications;

(b) Develop the methods and human capacity to mainstream spatial development planning as a core function of the MTC, and of the Government as a whole;

(c) Assemble existing geo-referenced data for Mozambique and develop a standardized and comprehensive set of interactive multi-sector GIS-based SDI planning databases;

(d) Identify and elaborate, at pre-feasibility stage, economic diversification and densification opportunities, with major private sector participation, to complement two existing national/regional transport corridor initiatives (Maputo Corridor and Beira Corridor), with a view to maximize their social and economic development impact and increase their social and environmental sustainability and Climate Change resilience;

(e) Identify and elaborate, at pre-feasibility stage, and promote two new national/regional multi-sector spatial development initiatives (Nacala SDI and Lubombo SDI), with major private sector participation, and based on socially and environmentally sustainable and Climate Change-resilient investment programs/projects;

(f) Identify, at advance profile stage, two new secondary national multi-sector spatial development initiatives (Lichinga SDI and Mueda SDI), with major private sector participation, and based on socially and environmentally sustainable and Climate Change-resilient investment programs/projects; and,

(g) Promote public-private partnerships (PPPs) and the leveraging of private sector investments on critical programs and projects of national and regional strategic interest, especially for socially and environmentally sustainable investments with high employment generation impacts for the youth and women.

Proposed New PDO (from Restructuring Paper)

1. The overall Project Development Objective (PDO) of the proposed SDP-TA project is to strengthen the capacity to use spatial development planning for social, economic and environmental development planning as a means to improving its economic, social and environmental planning capabilities. Within that overall PDO the project will support the Borrower to:

(a) Establish a fully functional #Coordination Commission for Studies and Projects# (COCEP) at the Ministry of Transport and Telecommunications;
(b) Develop the methods and human capacity to mainstream spatial development planning as a core function of the MTC, and of the Government as a whole;

(c) Assemble existing geo-referenced data for Mozambique and develop a standardized and comprehensive set of interactive multi-sector GIS-based SDI planning databases;

(d) Identify and elaborate, at pre-feasibility stage, economic diversification and densification opportunities, with major private sector participation, to complement two existing national/regional transport corridor initiatives (Maputo Corridor and Beira Corridor), with a view to maximize their social and economic development impact and increase their social and environmental sustainability and Climate Change resilience;

(e) Identify and elaborate, at pre-feasibility stage, and promote two new national/regional multi-sector spatial development initiatives (Nacala SDI and Lubombo SDI), with major private sector participation, and based on socially and environmentally sustainable and Climate Change-resilient investment programs/projects;

(f) Identify, at advance profile stage, two new secondary national multi-sector spatial development initiatives (Lichinga SDI and Mueda SDI), with major private sector participation, and based on socially and environmentally sustainable and Climate Change-resilient investment programs/projects; and,

(g) Promote public-private partnerships (PPPs) and the leveraging of private sector investments on critical programs and projects of national and regional strategic interest, especially for socially and environmentally sustainable investments with high employment generation impacts for the youth and women.

3. Project Description

1. The proposed SDP-TA project will be divided into two components: (i) Institutional and Capacity development Component; and, (ii) Spatial Development Initiatives Component.

2. Component 1: Institutional and Capacity development Component. This component will be divided into three sub-components: Strengthening and Capacity Development of the Coordination Commission for Studies and Projects (COCEP); (ii) South-South Cooperation Schemes; and (iii) Cross-cutting Institutional Development Programs.

3. Strengthening and Capacity Development on Spatial Development Planning Sub-component. This sub-component will support the institutional strengthening and capacity development of the Coordination Commission for Studies and Projects (COCEP) at the Ministry of Transport and Communications (MTC), for the purpose of establishing a proficient and sustainable capacity on spatial development planning within MTC and for creating an effective multi-sector and inter-ministerial spatial development planning coordination mechanism. MTC will assign national staff, office space and basic logistic support for the COCEP. This sub-component of the project will finance: (i) Consultants: (a) a set of senior national and international experts for a maximum period of five years (initially three years with possibility of extension of key personnel for an additional two years) to bring in the SDI expertise into the Unit and to develop through on-the-job training and work
program and methods development a full cadre of MTC staff to take over the full functioning of the Unit; and, (b) a small set of temporary high-level advisors to provide advisory guidance to the Ministry and COCEP on highly specialized areas of expertise such as SDI methodologies, spatial economics and econometrics, financial and transaction advisers, etc.; (ii) training and capacity development for the COCEP staff on SDI and related tools (Geographical information systems, geo-economic analytics, economic modeling, etc.), including participation in short-term local and international courses, seminar, workshops and conferences on SDI issues; (iii) local and international travel expenses (tickets and perdiem) for SDI research and field-work; (iv) office equipment and supplies, including hardware and software necessary for all SDI work; (v) vehicles, deemed essential to the operation of the COCEP, for field and in-city work; and (vi) operating costs for the COCEP, the decentralized MTC offices working on the Cross-cutting Institutional Development sub-component of the project, and for the SDP-TA Steering Committee.

4. South-South Cooperation Support Sub-component. This sub-component will finance the mobilization of South-South cooperation for the COCEP and for the development of the SDI. The existence of public, private and academic centers of excellence in developing countries, particularly in South America, Asia and other parts of Africa -- particularly South Africa which developed the SDI concept since the early 1990's -- is an established fact. The mobilization of expertise from those centers of excellence is, however, routinely constrained by the lack of funding to cover the basic costs of the establishment of concrete working arrangements (basic stipend for visiting professionals, travel expenses, exchange technical visits, costs of documentation, etc.). Having to develop a broad SDI work program will require COCEP to have the capacity to access many such center of excellence in different technical areas, specially is those outside of the direct competence of the Ministry of Transport and Communications (agriculture and agro-industry, mining, fisheries, natural resource management, energy, GIS, spatial analysis, spatial economics, etc). In those cases MTC will -- working in close collaboration with the relevant line ministries and national agencies and/or academic centers -- will identify sources of expertise in the South-South cooperation (S-SC) domain and will seek their mobilization. To that end, the sub-component will finance travel and perdiem expenses, costs of documentation and communication. Special attention will need to be given to the proper identification of S-SC needs and opportunities in order to maximize outcomes and outputs of the limited resource provided for it in the budget. Thereto specialized consultant support should be mobilized, as needed, to help MTC/SDP-TA identify and design a high value added S-SC program. Furthermore, possibilities for expanding the use of S-SC mechanisms within the project should be explored during the actual implementation process.

5. Cross-Cutting Institutional Development Programs Sub-component. This sub-component will also finance TA, studies, consulting services, information instruments and campaigns, office equipment and field operational equipment (vehicles, communications, etc.) for the implementation of specific cross-cutting pro-active institutional development programs which should be integral part of the design and of the subsequent implementation of concrete Spatial Development Initiatives. These program are:

(i) HIV/AIDS Prevention and Mitigation Program: The same way that the opening-up or expansion of transport and trade corridors increases access to human development services (health and education) to previously isolated rural populations, it has also shown to be an accelerating factor in the spread of contagious diseases, particularly including STDs. Because of that the SDP-TA project will factor in the design of SDIs and will seek to operationalize, as an advanced institutional development element, an HIV/AIDS prevention and mitigation Program. The HIV/AIDS prevention
program will not finance population testing as this is expected to be financed from other sources, and is outside the scope of the Project;

(ii) Traffic Safety Awareness and Enforcement Program: The development of new and/or expansion of existing transport and trade corridors will bring an increased volume of traffic and in the absence of safety improvements -- a concomitant increase in the level of accidents and fatalities. Because of that the SDP-TA project will factor in the design of SDIs and will seek to operationalize, as an advanced institutional development element, a Traffic Safety Standard Improvement Program; and,

(iii) Commercial Cargo Load Management Program: there is currently no public or private cargo loads management system in operation in Mozambique. Because of that, load "back-hauling" planning and practice does not take place leading, inter alia, to considerably higher transport costs, longer driving hours for drivers (resulting in higher accidents), sector and system inefficiencies, etc. The rationalization of cargo loads within an SDI is a critical requirement for an efficient operation of the transport and trade functions of that SDI. The proposed project will support cargo load management studies, piloting of cargo load management systems, including the setting-up of public-private partnerships and/or private sector concessions of pilot cargo load management centers to support proposed SDIs.

(iv) Rural Mobility Strategy and Pilot Programs: Rural populations have a very limited access to the existing transport corridors (highways, roads and rail) because of lack of sufficient feeder rural roads, due to the high vulnerability of unpaved rural roads to weather (i.e., poor maintenance condition and closed for several months during rainy season) and because of high services costs. That limits their access to markets, to productive inputs, and many different economic and human development services. It is estimated that less than 5 percent of the population in the existing transport corridors like Beira and Nacala have access to the road and systems. In particular, the implementation of economic diversification and densification activities within SDI will require finding technically and economically viable ways to increasing rural mobility and access to markets. The proposed project will support studies and the development of a rural mobility strategy to increase rural mobility within the existing infrastructure constraints, and will support the implementation of small pilot programs to improve rural mobility within the SDI areas of the project. This sub-component will, inter alia, tap into the wealth of information and experience of the World Bank's Rural Travel and Transport Program (RTTP) and of the "Development Market Place Program" and on broader South-South Cooperation opportunities.

6. Component 2: Spatial Development Initiative Component. This component will have two parallel objectives: (i) to serve as the principal training and capacity and institutional development activity of the SDP-TA project; and (ii) prepare six actual SDI packages for the country, broken-down into three different types of SDIs.

7. The Spatial Development Initiative (SDI) methodology seeks to increase the viability of inherent economic potential through the Coordinated and synergic configuration of unrealized economic projects and the infrastructure projects necessary to realize them, within a Development Corridor. The developmental potential of such large projects is further enhanced through the "deepening" (project linkages) and "densification" (provision of feeder infrastructure) of the SDI. Before an SDI is implemented in a selected area, a thorough and comprehensive concept study has to be undertaken in order to identify and assess at pre-feasibility level the economic potential (usually high-rent resources) and whether they can support (service) the provision of the requisite
8. Within the context of the above SDI approach and methodologies, this component will finance the elaboration of three different types of SDI proposals for a selected set of six development areas in the country. While those six areas have already been selected by the Borrower, subject to the approval by the SDP-TA Steering Committee, the project will have implementation flexibility to accommodate possible limited changes in the selection of the Type II and/or Type III SDIs to realign the selection of development areas with unforeseen but legitimate changes in government policy and/or investment programs. The three types of SDI to be developed by the project are:

Type I: will identify and elaborate, at pre-feasibility stage, economic diversification and densification opportunities, with major private sector participation, to complement two existing national/regional transport corridor initiatives (Maputo Corridor and Beira Corridor), with a view to maximize their social and economic development impact and increase their social and environmental sustainability and Climate Change resilience. These two specific existing corridors were selected for inclusion in the project by the Borrower because they are the principal transport and trade corridor in the country at present and already have the main infrastructure components in place and "anchor" projects under implementation or operation. The next evolutionary phase is thus becoming spatial development corridors through the identification and subsequent implementation of sustainable economic diversification and densification of economic activities;

Type II: will identify and elaborate, at pre-feasibility stage, and promote two new national/regional multi-sector spatial development initiatives (Nacala SDI and Lubombo SDI), with major private sector participation, and based on socially and environmentally sustainable and Climate Change-resilient investment programs/projects. These two specific SDI were selected by the Borrower for inclusion in the project because they represent the second tier of spatial development opportunities in the country. The Nacala corridor already exists, albeit with only one third of paved highway and a railway line in need of significant rehabilitation and expansion. On the other hand, the Nacala port, situated in a completely protected harbor, is the best and safest deep-sea port in East Africa, and will become a major trade gateway for Mozambique and the region (Malawi, Zambia, Zimbabwe, etc.). The Lubombo SDI was selected because it constitutes a priority eco-tourism corridor and a regional integration corridor; and,

Type III: will identify, at advance profile stage, two new secondary national multi-sector spatial development initiatives (Lichinga SDI and Mueda SDI), with major private sector participation, and based on socially and environmentally sustainable and Climate Change-resilient investment programs/projects. These two specific secondary SDI cases were selected by the Borrower for inclusion in the project because they constitute logical spatial extensions from the Beira and Nacala SDIs. Thus their planning and subsequent implementation will greatly benefit from the economic dynamic of the other SDIs facilitating their implementation and allowing for a rapid development.

9. This component will finance: (i) Consultants: a specialized "Senior SDI Technical Manager" for each SDI portfolio, and additional short- and medium-term local and international consultants; (ii) travel expenses (airfare/surface tickets and per diem) for local and regional field work; (iii) production and publication costs of technical and promotional reports; (iv) Annual Investor Conference: organization of an annual Investor Conference promote the SDI portfolios prepared and/or under preparation by the project; (v) office equipment and supplies for the decentralized SDI offices (where applicable); and, (vi) operating costs for the functioning of the specific SDI teams, especially for the decentralized SDI offices (where applicable).
4. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

National and specific SDI analytical preparation work in the Maputo Transport Corridor, Beira Transport Corridor, Nacala SDI, Lubombo SDI, Lichinga SDI, and, Mueda SDI.

5. Environmental and Social Safeguards Specialists

Mohamed Arbi Ben-Achour (GURDR)
Robert A. Robelus (AFTA1)
Svetlana Khvostova (GENDR)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Assessment OP/BP 4.01</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Natural Habitats OP/BP 4.04</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Forests OP/BP 4.36</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Pest Management OP 4.09</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Physical Cultural Resources OP/BP 4.11</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Indigenous Peoples OP/BP 4.10</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Involuntary Resettlement OP/BP 4.12</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Safety of Dams OP/BP 4.37</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Projects on International Waterways OP/BP 7.50</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Projects in Disputed Areas OP/BP 7.60</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the Restructured project. Identify and describe any potential large scale, significant and/or irreversible impacts:

   N.A.

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

   N.A.

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

   N.A.
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.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

N.A.

B. Disclosure Requirements

Technical Assistance Project
For a TA project which will finance the preparation of a specific safeguards instrument, please indicate type of document disclosed, if any.

N/A

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.

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

C. Compliance Monitoring Indicators at the Corporate Level

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank's Infoshop?  
Yes [ ]  No [ ]  NA [ X ]

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 [ ]  No [ ]  NA [ X ]

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?  
Yes [ ]  No [ ]  NA [ X ]

Have costs related to safeguard policy measures been included in the project cost?  
Yes [ ]  No [ ]  NA [ X ]

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?  
Yes [ ]  No [ ]  NA [ X ]

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?  
Yes [ ]  No [ ]  NA [ X ]

III. APPROVALS

Task Team Leader: Richard Damania

Approved By

Regional Safeguards Coordinator: Name: Johanna van Tilburg (RSA)  Date: 02-Sep-2014

Practice Manager/Manager: Name: Date: