

Integrated Safeguards Data Sheet (Initial)

Section I - Basic Information

Date ISDS Prepared/Updated: 02/24/2003

A. Basic Project Data (from PDS)

I.A.1. Project Statistics

Country: SWAZILAND	Project ID: P068975
Project: Swaziland Biodiversity Conservation and Participatory Development	Task Team Leader: Agi Kiss
Authorized to Appraise Date: October 6, 2003	IBRD Amount (\$m):
Bank Approval: February 27, 2004	IDA Amount (\$m): Global Supplemental Amount (\$m): 5.50
Managing Unit: AFTES	Sector: General agriculture, fishing and forestry sector Theme: Biodiversity (P); Other environment and natural resources management (P); Environmental policies and institutions (S)
Lending Instrument: Specific Investment Loan (SIL)	
Status: Lending	

I.A.2. Project Objectives (From PDS):

The project's Development Objective is to promote environmentally, economically and socially sustainable development in the rural areas of Swaziland, based on conservation, wise use of its rich biodiversity resources and local participation in resource management, with a particular emphasis on enhancing the country's participation in regional tourism markets. This will be achieved through a participatory, integrated spatial development planning (ISPP) process, leading to the development and implementation of an Integrated Corridor Management Plan (ICMP) plan for each of two "Biodiversity and Tourism Corridors" (B-T Corridors) on a geographic scale that captures essential ecological and economic linkages.

(Note: B-T Corridors will include four main categories of land use: (i) core conservation/protected areas, (ii) core tourism development zones, (iii) linkage zones to provide connectivity for biological and/or tourism purposes, and (iv) support zones in which investment in improved natural resource management will support the conservation and tourism objectives and areas.)

I.A.3. Project Description (From PDS):

The BCPD is an innovative and challenging project aimed at taking a landscape/ecosystem management approach to achieving biodiversity conservation and sustainable economic development in two broad geographic areas (a "Northern Corridor" running east-west across northern Swaziland, and an "Eastern Corridor" which runs north-south along the eastern part of the country, covering the Lebombo Mountains). Together these corridors comprise about 1/3 of the country and are home to approximately 200,000 people.

Both corridors include "hot spot" areas of globally significant biodiversity, but are even more significant in that they represent a progression of ecosystems along a continuous altitudinal gradient all captured within a relatively small area, and all still in a relatively intact state. Maintaining such intact ecological gradients is regarded as a particularly high priority for global biodiversity conservation. Pressing threats to these ecosystems and their biodiversity include non-sustainable natural resource use practices (e.g. overgrazing), expansion of irrigated

agriculture, the spread of alien invasive species and unplanned or uncontrolled urban or tourism development. The two corridors also represent important potential tourism routes, offering the possibility of “capturing” tens of thousands of tourists that currently bypass Swaziland (or pass through without stopping) en route from Mpumalanga to Kwazulu Natal or to Mozambique. This is particularly timely in the context of proposed development of a large, multi-national South East Africa Tourism Investment Program (SEATIP, involving IFC, WB, MIGA and GEF.

The BCPD Project represents a regional development initiative covering a large and varied landscape including many different land uses and stakeholder groups and interests. Achieving a proper balance of activities within this regional development is a complex task, which the project aims to support. The objectives of the project are environmental (biodiversity conservation) and social (supporting the opportunities and livelihoods of local communities) as well as economic, in the form of increased international tourism activity.

The project comprises five components:

A. Integrated Spatial and Participatory Planning Process and Development of Integrated Corridor Management Plans

The development (and implementation) of Integrated Corridor Management Plans (ICMPs) through an ISPP process represents the heart of the project. It represents a land-use planning exercise on a large, landscape scale that takes into account both physical resources and ecological and economic processes. These ICMPs will provide the framework for land use, development and investment within each proposed B-T Corridor, not only under this project but overall. Their objectives will stress the conservation and sustainable use of natural resources, particularly the biodiversity, ecological systems and processes, and aesthetic landscapes of the area. To ensure environmental sustainability and positive social and local economic impacts, the ICMPs will be based upon Strategic Environmental (including Social) Assessments and on economic analysis aimed at highlighting the economic value of the land and natural resource base and elucidating the short- and long-term trade-offs associated with various development options. The existence of, and Government and stakeholder commitment to, these ICMPs is expected to provide an attractive environment for stimulating responsible private sector investment and leveraging other Government and donor support.

The B-T Corridors represent ecosystem planning areas in which different types of land uses at different sites all contribute in their own way to overall biodiversity conservation and natural resource management objectives. Four main land use categories are envisioned, based on their main role in relation to the project objectives: (i) core protected areas, (ii) tourism development zones, (iii) linkage/connection areas, and (iv) "support zones." **Core protected areas** may include both existing formally gazetted PAs and new areas under some form of community-based conservation scheme. **Tourism development areas** will be based on high potential for attracting tourism investment and contributing to local sustainable development. **Linkage/connection areas** may serve an ecological function (ensure habitat continuity, migratory pathways, etc.) and/or a tourism function (e.g. creating a suitable circuit that hikers or others can follow between tourism development "foci"). **Support areas** are the remaining areas within the corridors, where neither biodiversity conservation nor tourism development will be priority objectives, but where improved natural resource management is required to

support the broader conservation and tourism objectives, and where communities can participate in and benefit from the conservation and tourism initiatives taking place in neighboring areas, for example by supplying goods and services to tourism facilities.

Like the Spatial Development Initiatives (SDIs) that Swaziland and others in the region (e.g. South Africa, Mozambique) have pursued recently, the B-T Corridors represent a vehicle for promoting coherent economic development within a spatially defined area, on a scale large enough to attract a critical mass of private sector investment. In many ways, however, the B-T Corridors represent a significantly different approach. In previous SDIs planning has typically been top-down, dominated by sectoral interests, focused on industrial development with supporting infrastructure for supply and distribution,. The SDIs have also been based on a model of geographically separated "development nodes" anchored by large, capital-intensive "mega-projects." The mega-projects are supposed to attract other investment, to produce a "stand-alone" centers of economic development and growth. Environmental sustainability and social equity considerations have been addressed to a greater or lesser extent in various SDI's, but only from the perspective of seeking to reduce and mitigate any negative impacts, rather than as central objectives and fully integrated elements of the planning process.

By contrast, the ISPPs for the B-T Corridors will be highly participatory and multi-sectoral. The underlying development model emphasizes not isolated centers of intensive capital development, but a chain of effectively linked, modest community-oriented tourism attractions, accommodations and services. The success and sustainability of each link in the chain depends on its being part of the larger whole, in the form of an attractive and accessible route linking major tourism centers and destinations. The same may be said of Swaziland as a whole: while rich in biodiversity, culture and beautiful landscapes, Swaziland cannot compete for foreign tourists with other regional attractions such as the large game parks and coastlines of Mozambique and South Africa. The success and growth of the tourism industry in Swaziland depends on the country occupying a unique niche within larger regional tourism circuits. Another difference from typical SDI's is that Environmental and social sustainability will be mainstreamed in the ISPPs from the beginning. The starting point will be a Strategic Environmental (including Social) Assessment which will identify opportunities, constraints and trade-offs relating to management and use of environmental resources. The overall objective is to implement an "Integrated Ecosystem Management" approach, which seeks to ensure long-term sustainability and productivity of land and natural resources, and of the livelihoods dependent upon them, by maintaining key ecological and environmental processes such as hydrological and nutrient cycles, seed dispersal and pollination, and species migrations and clinal variations, etc.

The ISPP process will take place on several levels: (i) at the regional/national level, placing the proposed B-T Corridors in the broader context of maintaining large-scale ecological patterns and processes (including already existing Transfrontier Conservation Areas such as Songimvelo-Malolotja; Pongola-Nsubane; Lebombo-Goba; and Futi-Tembe Ndumu), and contributing to the development of multi-national tourism routes and circuits; (ii) at the level of each B-T Corridor, to ensure connectivity and complementarity of land uses within these broad areas; and (iii) at the level of specific land use zones within each Corridor (i.e.: core conservation areas, key tourism development zones, "linkage" zones providing ecological and/or economic connectivity, and "support zones" which contribute to the overall ecological, aesthetic

and economic development objectives of the ICMP).

In keeping with GEF Operations Program #12, GEF funding is proposed to enable the application of an Integrated Ecosystem Management approach within in the ISPP process, by supporting the Strategic Environmental Assessment and targeted research and studies. .

The project will support the ISPP process through three subcomponents:

- (1) Institutional Development and Capacity Strengthening (\$1,883,000). This is an essential subcomponent because the development and implementation of an ISPP calls for innovative institutional structures that promote cross-sectoral thinking and collaboration, and provide effective mechanisms for ensuring the participation of all stakeholders. This subcomponent will support institutional development and capacity for the agency responsible for overall coordination of the ISPP process (probably a Planning Unit within the Ministry of Economic Planning and Development); for participating sectoral agencies (particularly the Swaziland Environment Authority, which will be responsible for carrying out the Strategic Environmental Assessments that form the starting point and backbone of the ISPP process); and for non-governmental and community-based organizations, particularly the Tinkhundla structure. Support will be in the form of long and short term Technical Assistance, training, and computer equipment and GIS software.
- (2) Implementation of the ISPP Process. (\$185,000) This subcomponent will support the actual ISPP process on the ground, including awareness-raising, stakeholder mobilization and planning workshops. Support will be in the form of vehicles for planning team members, workshops and other operating costs.
- (3) Targeted Research. (\$162,000) This subcomponent will support the ISPP process by increasing understanding of the elements, principles and mechanisms for practical application of the IEM approach within the project area, and by supporting economic and socio-economic research on key topics such as tourism impacts on local economies and on specific sectors of society (e.g. women) and on multiplier effects.

B. Participatory Biodiversity Conservation and Management

In the BCPD project, conservation of globally and locally significant biodiversity represents both a core objective in itself, as well as a basis for environmentally and economically sustainable tourism development. The project will support the implementation of the National Biodiversity Conservation Strategy , which calls for expanding the network of Protected Areas to encompass a number of additional “Protection-Worthy Areas,” and for promoting biodiversity conservation within production landscapes outside PAs. It also calls for increased participation of rural communities in conservation action and benefits. GEF funding is sought to support for conservation investments on the ground (the establishment of core conservation areas to protect globally significant biodiversity sites and linkages) and to build the technical capacity within and outside government to maintain them over the long

term. GOS and other funding will be sought for aspects such as conservation policy development, strengthening SNTC in relation to business management and transfrontier cooperation, and development of an invasive species eradication strategy (given the significant economic impact of the aliens on agricultural lands).

(1) Development of a National Biodiversity Conservation Policy and Review of Legislation. (\$183,000) The GOS and other stakeholders have identified the need to develop a National Conservation Policy in order to set specific conservation objectives and targets, to identify and support a variety of approaches (including use of economic and other incentives), and to clarify the roles of various actors and stakeholders. The existing legislation will need to be revised to harmonize across sectors and to support the National Biodiversity Conservation Strategy (and the B-T Corridors concept), for example by allowing for the formal establishment of a broader range of Protected Area (PA) types. Presently the law recognizes only IUCN PA categories 2,3 and 4, all of which exclude all human activity and use. The objective is to enable formal establishment and protection of PA categories that allow for multiple use and community participation. Financing would be provided for short term Technical Assistance and workshops.

(2) Re-orientation and strengthening of conservation organizations (\$1,422,000). This sub-component aims to strengthen SNTC's capacity in several key areas: (i) for supporting community-based conservation, both through its own initiatives and by working in collaboration with NGOs and Community-based Organizations; (ii) for conservation planning, including use of GIS-based systems; (iii) for improving its business management to become more financially viable (including strengthening its capacity to work with private sector partners through contracting and concessioning); and (iii) for participating in transfrontier conservation initiatives. It would also provide some support for NGOs and CBOs to assist communities to establish and manage conservation areas and enterprises, and for a Biodiversity Database Unit (currently under development) to collect and manage biodiversity data for conservation planning. Financing would be provided for long term and short term Technical Assistance, in-service and external training and secondments, targeted operating costs (e.g. for attending Transfrontier related activities), computer equipment and accessories for biodiversity data management, and a small grants fund for NGOs and CBOs to support community conservation activities.

(3) On-ground Conservation Investments (\$2.0 million). This subcomponent would concentrate on establishing new conservation areas within the B-T Corridors, in accordance with priorities identified by the ongoing Protection-Worthy Areas Survey and the ISPP process. This would include both formal PAs to be proclaimed and managed by SNTC, and community conservation areas, including. Funding would be provided on the basis of proposals submitted to a Project Steering Committee, with a nominal allocation of up to \$200,000 per PA. The types of investments envisaged include direct capital investment in infrastructure (e.g. fencing, roads and trails), wildlife restocking, etc. as well as economic incentives and support for operating costs on a declining basis to

encourage communities to protect high priority conservation areas, with the expectation that the need for this type of subsidization would decline as other types of economic benefits begin to materialize. Co-financing from sources such as carbon funds would be actively sought.

(4) Development and Initiation of a Program for Alien Plant Eradication. (\$ 350,000). Invasive alien plants represent a serious and growing threat to native biodiversity in many parts of the country, including within the proposed B-T corridors. An actual program to eradicate (or at least greatly reduce) this infestation will be very expensive and will have to be supported through a major and sustained effort similar to the “Working for Water” program in South Africa. Under the BCPD project, support would be provided for Technical Assistance and associated operating costs to identify and prioritize invaded sites and to develop a strategy and a detailed and costed plan for tackling the problem.

C. Sustainable Tourism and Private Sector Development

Tourism development represents both a core objective of the B-T Corridors (as a source of economic growth for rural communities), and an essential justification and support for biodiversity conservation. Africa in general, and southern Africa in particular, has experienced strong growth in tourism in recent years, but Swaziland has not kept pace. Region-wide tourism contributes an average of nearly 8% to GDP, whereas in Swaziland it is only about 2.6%. At present, Swaziland is primarily a transit destination (between South Africa and Mozambique), with less than 30% of foreign tourists who enter the country staying overnight. The objective of the project is both to capture a larger share of the existing southern Africa tourist flows and expenditures, and to contribute to a significant expansion of the market as one important and unique segment within a large south-eastern Africa tourism circuit. While Swaziland cannot compete with some other countries in the region for wildlife viewing, in addition to its key location it has a great deal to offer in terms of landscapes and cultural heritage. A 1998 study indicated that heritage and culture accounted for 46% of the motivation of foreign tourists to visit southern Africa, followed by scenic beauty.

The European Union is currently providing some support for the tourism sector under its Private Sector Support Program, which includes both policy level support and a grants scheme aimed at encouraging the development of small, community-based tourism enterprises. The current EU project is expected to close in two years, but may continue in the context of the BCPD. As tourism development supports important national economic objectives, it is not considered to be an incremental cost to achieve global objectives, and no GEF funding is proposed.

The subcomponents of this component are:

(1) Strengthening Tourism sector policy and the associated regulatory framework to support the B-T Corridor concept. (\$??) Specifically, this involves providing a policy and legal basis for the development of Tourism Zones within the Corridors, with associated standards to guide and regulate the types of investment and development that

can be undertaken (thus supporting the implementation of the ISPP process and the resulting ICMP). Support will be in the form of short term TA;

(2) Delineation and Development of Management Plans for Tourism Zones within the B-T Corridors (\$175,000). The ISPP process would identify areas within each B-T Corridor where tourism development would be most viable and most beneficial for the success of the Corridor as a whole. The next step would be to actually delineate the sites and develop management plans to guide investment within these target sites. As with the Corridor level ISPP, these plans should be based on Strategic Environmental Assessments. During the course of the project it is expected that about 5 Tourism Zones would be identified and undergo this more detailed planning process. The project would finance technical assistance, workshops and operating costs.

(3) Stimulating responsible (commercial and community) tourism investment. (\$1,500,000). This subcomponent would continue the initiative begun in community tourism component of the EU's Private Sector Support program. This EU component aims to provide small grants to assist communities to start up tourism-related enterprises (often in collaboration with, or with the assistance of, local NGOs or private sector operators). Because of the need for a great deal of awareness raising and capacity (1) building, it is unlikely that many such enterprises will be launched by the close of the current EU project; therefore the BCPD would step in to carry on the effort. Unlike the EU project, however, the proposed enterprises would not be ad hoc and isolated initiatives but would be identified, evaluated and supported in the context of the Tourism Zone plan and the broader ICMP. Small scale enterprises and initiatives are much more likely to succeed and be sustainable if they are part of a larger product development which will bring in the critical mass of tourists needed. In addition to continuing the program of support for small scale community-based tourism enterprises, this subcomponent of the BCPD will support the development of appropriate tendering procedures and documents for tourism investment, training to enhance community members' ability to manage tourism related enterprises and/or to participate in joint ventures with private sector investors, marketing and promotion of the B-T Corridors as a unique tourism attraction, and support for product enhancement in accordance with Tourism Zone management plans (including matching grants to the private sector). Under this component the project would support short term TA, training, and development grants for enterprise development and product enhancement.

(4) Development of a Strategic Tourism Infrastructure Plan. (\$60,000). Strategic infrastructure is essential for tourism development, particularly in relation to the landscape level initiative represented by the B-T Corridors, whose concept depends on facilitating tourist flows and linkage among sites along the Corridors. This includes both roads of appropriate design for nature-based tourism and other elements such as walking or bicycling trails, scenic outlook sites, improved border posts, etc. The ISPP process will identify general infrastructure needs, which will then need to be further refined into a prioritized and costed plan. The Strategic Infrastructure Plan will serve as a basis for re-orienting public sector investment, for attracting private sector investment and for

leveraging and channeling support from bilateral and multilateral donors (currently donor support to the infrastructure sector does not benefit from such a strategic framework). The Plan will also review existing road standards and make recommendations for revisions or provisions to provide the flexibility needed to develop infrastructure that supports the aesthetic elements of the B-T Corridor concept. Support will be in the form of short term TA.

D. Sustainable Community-Based Natural Resource Management and Community Empowerment in Linkage and Support Zones (\$2,065,000).

An essential aspect of the B-T Corridors concept is that the core conservation areas and priority tourism development zones are physically linked to to maintain essential ecological processes and provide an cohesive tourism route across the country. The core conservation areas, key tourism development areas and the "linkage" areas that provide essential connectivity, may be regarded as the "backbone" of the B-T Corridor. This "backbone" cannot stand on its own, however, but must be supported by compatible land and resource use in surrounding areas. For example, an attractive nature-based tourism route requires scenic vistas such as forested hillsides and clean rivers, and can be undermined by evidence of deforestation, soil erosion and pollution. Similarly, a lack of well managed and adequate wood, fertile land and other natural resources outside PAs often leads to encroachment and poaching by local communities. Therefore, the B-T Corridor model also includes "support areas," in which the objective is to promote management of land and natural resources in ways that support the B-T Corridors concept, and to spread the economic benefits of the conservation and tourism initiatives to a larger number of local communities.

The project will support improved natural resource management use practices in linkage and support zones of the B-T Corridors. The priority sites and issues to be addressed will be identified through the ISPP process. Implementation will be through grants provided to experienced NGOs and CBO's based on specific proposals. The majority of this component is expected to be funded by GOS and bilateral donors interested in supporting sustainable rural livelihoods. A modest amount of GEF funding is sought to support activities with direct biodiversity benefits, such as restoring natural habitats in linkage zones to facilitate gene flow. Other funding options will also be explored, such as carbon financing for agroforestry or for re-afforestation of degraded areas with indigenous species.

E. Project Management and Monitoring and Evaluation (\$1,329,000)

Because of the multi-sectoral nature of the project and the limited experience of GOS agencies with implementing World Bank-financed operations, a small Project Implementation Unit will be established to manage and administer the project (including procurement, financial management and coordinating preparation of annual work plans and progress reports). This component will include preparation and implementation of a Monitoring and Evaluation Plan, with an emphasis on providing a basis for adaptive management (particularly important given the innovative and process-oriented nature of the project). The M&E plan will include an independent Midterm Evaluation. Support for this component will include vehicles and

equipment, operating costs, training, contracting of a private audit firm and short term Technical Assistance for developing and implementing the M&E plan.

Components:

Integrated and Participatory Spatial Planning (including Strategic Environmental Assessment)
 Participatory Biodiversity Conservation and Management
 Sustainable Private Sector-Driven Tourism Development
 Sustainable Community-Based Natural Resource Management and Community Empowerment
 Project Management and M&E
 Unallocated Contingency

I.A.4. Project Location: (Geographic location, information about the key environmental and social characteristics of the area and population likely to be affected, and proximity to any protected areas, or sites or critical natural habitats, or any other culturally or socially sensitive areas.)

The project will cover a target area of approximately 1000 km² in northern and eastern Swaziland. (The "Northern Corridor" runs east-west across the northern part of the country; the "Eastern Corridor" runs north-south along the eastern part of the country).

Swaziland is recognized as having the greatest species density (# species/1000 km²) in southern Africa, and contains almost 14% of the floral taxa recored for the entire sub-region. Its ecosystems range from open grassland and semi-arid savanna to forests and wetlands. Most significantly, it is only at the latitude that a continuum of biomes is compressed to a maximum east-west distance of 200 km. This renders it uniquely valuable from a biodiversity and scientific standpoint.

The proposed corridors encompass: (i) a portion of the Drakensberg ecoregion of Afro-montane grasslands and woodlands; (ii) much of the remaining Middleveld and Lowveld habitat in Swaziland (elsewhere in the country the Middleveld has mainly been settled by pastoralists and over 50% of the Lowveld has been converted to sugarcane monoculture); (iii) the Swaziland portion of the Lubombo Mountains (the South African and Mozambican portions are also being addressed as a Transfrontier Conservation Area supported in part through a separate GEF/IDA project); and (iv) the Maputaland/Tongaland coastal plain between the eastern foothills of the Lubombo Mountains and the Indian Ocean (much of this area falls within a globally recognized center of floral and faunistic diversity-- the Maputaland-Pondoland Regional Mosaic).

The project target area includes several officially gazetted Protected Areas, such as: Malolotja Nature Reserve (contiguous with the Songimvelo Nature Reserve in South Africa), Hawana Nature Reserve, Mlilwane Wildlife Sanctuary, Mkhaya Game Reserve, Hlane Game Reserve, and Mlawula Nature Reserve, as well as several private nature reserves (Phophonyane, Mhlosinga, Mbuluzi, Muti-Muti).

B. Check Environmental Classification: B (Partial Assessment)

Comments: The project aims to preserve natural habitats and biodiversity, to improve the sustainability of natural resource use and reverse existing trends of environmental/natural resource degradation, and to use Integrated Ecosystem Management as the basis for promoting environmentally sustainable economic development.

C. Safeguard Policies Triggered (from PDS)

(click on  for a detailed description *or* click on the policy number for a brief description)

Policy	Triggered
Environmental Assessment (OP 4.01, BP 4.01, GP 4.01)	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> TBD
Natural Habitats (OP 4.04, BP 4.04, GP 4.04)	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> TBD
Forestry (OP 4.36, GP 4.36)	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> TBD
Pest Management (OP 4.09)	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> TBD
Cultural Property (OPN 11.03)	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> TBD
Indigenous Peoples (OD 4.20)	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> TBD
Involuntary Resettlement (OP/BP 4.12)	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> TBD
Safety of Dams (OP 4.37, BP 4.37)	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> TBD
Projects in International Waters (OP 7.50, BP 7.50, GP 7.50)	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> TBD
Projects in Disputed Areas (OP 7.60, BP 7.60, GP 7.60)*	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> TBD

Section II - Key Safeguard Issues and Their Management

D. Summary of Key Safeguard Issues. Please fill in all relevant questions. If information is not available, describe steps to be taken to obtain necessary data.

II.D.1a. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts.

Environmental and Social assessment will be required mainly in relation to: (i) proposals for infrastructure development (esp. roads and some small scale lodgings), and (ii) potential negative impacts on livelihoods of some specific groups of people through restriction of access to harvesting natural resources (trees, wildlife, grazing, etc.) in areas identified as core biodiversity protection areas (many but not all already formally gazetted).

II.D.1b. Describe any potential cumulative impacts due to application of more than one safeguard policy or due to multiple project component.

II.D.1c Describe any potential long term impacts due to anticipated future activities in the project area.

The project aims to attract tourism and related investment to the project area to support the protection and development of the B-T Corridors. The ISPP process aims to ensure that such investment is environmentally and socially responsible and sustainable, by providing an overall framework agreed

upon and respected by all stakeholders. There is a risk that other, incompatible investment will be attracted as well (e.g. due to the enhanced infrastructure), with political support that would enable it to come in in contravention to the B-T Corridor framework. The project aims to reduce this risk by emphasizing broad stakeholder participation in and strong political commitment to the ISPP process, community empowerment, and "branding" and promotion that emphasises the environmental and social aspects as a major feature of the attraction.

II.D.2. In light of 1, describe the proposed treatment of alternatives (if required)

The "no project" alternative will be presented, and is expected to include unplanned and to a large extent environmentally/socially unsound tourism development (including of some of the large scale "Millennium Projects" currently being proposed by some parties within Government), along with little or no intervention to improve natural resource management in the target area.

Development and implementation of the Integrated Ecosystem Management Plans for the two B-T Corridors are integral project activities. Project preparation will identify and examine alternative approaches to addressing the issue of people living in or using existing some Protected Areas and/or areas identified as high priority for protection for biodiversity purposes. Alternatives may include relocating some households or some economic activities (e.g. agricultural plots), or assisting them to shift from incompatible to more compatible economic activities.

The IEM will also address infrastructure development, by establishing plans and developing new standards for such development, to ensure compatibility with the B-T Corridor objectives. The main alternative would be to use existing national standards for buildings and roads, which are likely not to be compatible with these objectives.

II.D.3. Describe arrangement for the borrower to address safeguard issues

The ESMF will identify which potential project interventions and investments would trigger the safeguard policies, and will outline the procedures to ensure compliance. It will also review existing policies and regulations (Swaziland has strong EA legislation) to evaluate consistency with WB requirements

OP 4.09 may be triggered if pilot activities for control of alien invasive weeds includes the use of herbicides. This would be identified in the strategy for alien plant control to be developed under the project.

The ISPP process and identification of tourism areas will determine whether there is any threat to culturally significant sites or assets within the Corridor areas.

II.D.4. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The project is entirely built upon stakeholder participation, as is outlined in the description of the ISPP process. A Participation Strategy was developed and is being carried out as key part of project preparation. The Participation Strategy focuses on three objectives:

- (i) at a national level: raising general awareness and disbursing general information about the project's objectives and approaches
- (ii) among targeted stakeholder groups, raising more targeted awareness, disbursing more specific information about the project's objectives, approaches, elements, timetable, etc., confirming their interest in participating in the project, and registering and trying to respond to any concerns that may

be raised;

(iii) obtaining input from (a representative sample of) different stakeholder groups regarding key elements of the project design and approach -- in particular, on appropriate mechanisms for ensuring that the participate effectively in the ISPP process

The Participation Strategy includes a number of different approaches, including distribution of brochures, radio messages, open consultation meetings, focus group meetings, etc.

A number of governmental and non-governmental stakeholders have also been participating directly in project design and preparation through membership on the Project Steering Committee, Project Management Group, and Technical Committee

(see Annex on Participation Strategy for details on stakeholders identified, participation activities and membership of project Committees).

E. Safeguards Classification (*select in SAP*). Category is determined by the highest impact in any policy. Or on basis of cumulative impacts from multiple safeguards. Whenever an individual safeguard policy is triggered the provisions of that policy apply.

- S1. – Significant, cumulative and/or irreversible impacts; or significant technical and institutional risks in management of one or more safeguard areas
- S2. – One or more safeguard policies are triggered, but effects are limited in their impact and are technically and institutionally manageable
- S3. – No safeguard issues
- SF. – Financial intermediary projects, social development funds, community driven development or similar projects which require a safeguard framework or programmatic approach to address safeguard issues.

F. Disclosure Requirements

<i>Environmental Assessment/Analysis/Management Plan:</i>	<u><i>Expected</i></u>	<u><i>Actual</i></u>
Date of receipt by the Bank		
Date of “in-country” disclosure		
Date of submission to InfoShop		
Date of distributing the Exec. Summary of the EA to the Executive Directors (<i>For category A projects</i>)		
<i>Resettlement Action Plan/Framework:</i>	<u><i>Expected</i></u>	<u><i>Actual</i></u>
Date of receipt by the Bank		
Date of “in-country” disclosure		
Date of submission to InfoShop		
<i>Indigenous Peoples Development Plan/Framework:</i>	<u><i>Expected</i></u>	<u><i>Actual</i></u>
Date of receipt by the Bank		
Date of “in-country” disclosure		
Date of submission to InfoShop		
<i>Pest Management Plan:</i>	<u><i>Expected</i></u>	<u><i>Actual</i></u>
Date of receipt by the Bank		

Date of “in-country” disclosure		
Date of submission to InfoShop		
<i>Dam Safety Management Plan:</i>	<u><i>Expected</i></u>	<u><i>Actual</i></u>
Date of receipt by the Bank		
Date of “in-country” disclosure		
Date of submission to InfoShop		

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

Signed and submitted by

Task Team Leader:

Project Safeguards Specialists 1:

Project Safeguards Specialists 2:

Project Safeguards Specialists 3:

Name

Agi Kiss

Date

Approved by:

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Name

James P. Bond

Date